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LAND USE SURVEY & ANALYSIS & LAND DEVELOPMENT PLAN



K I N S T O N , N O R T H C A R O L I N A



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LAND USE SURVEY & ANALYSIS & LAND DEVELOPMENT PLAN



K I N S T O N , N O R T H C A R O L I N A

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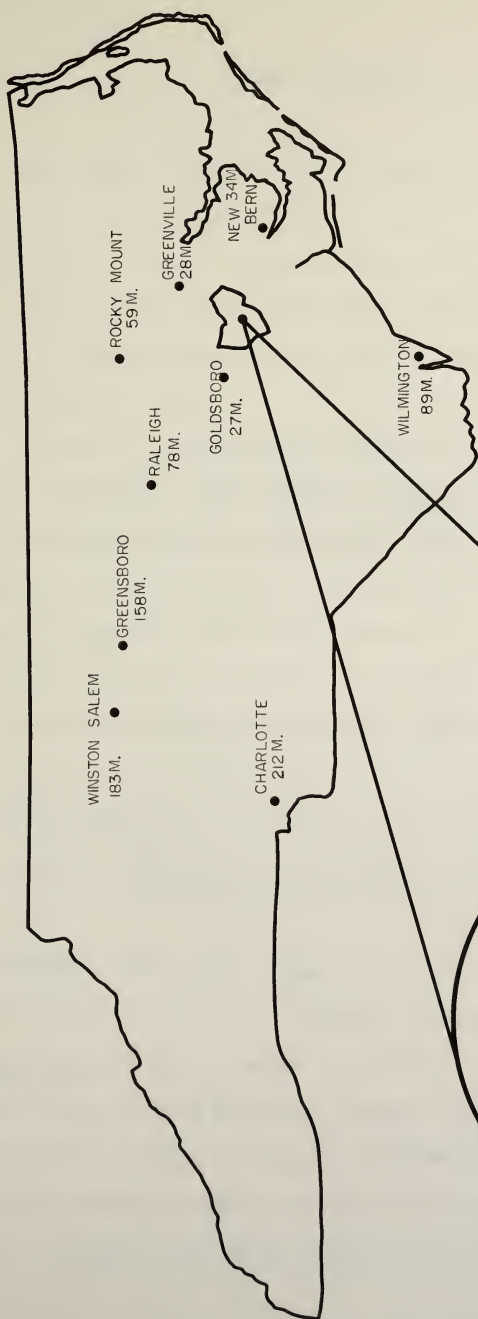
INTRODUCTION

The purpose of this report is to evaluate land use changes and land development changes since the 1960 Land Development Plan. Development objectives and goals will be reviewed and evaluated based on future land use demands, and other goals and needs for Kinston.

The first section of this report is concerned with comparisons between the Land Use Survey completed in 1960 and the 1971 Land Use Survey. The second section of this report compares the Land Development Plan of 1960 to the 1971 plan. Evaluations of past development are made and, based on increases in population, services, manufacturing and trade, future development patterns are anticipated. This report is by no means a magic formula for future development in Kinston; it is rather a guide that reflects future needs for land, services, trade, industry, etc. Without a doubt, Land Development Plans for Kinston or any other city or town should be updated from time to time due to unforeseen changes in population, industry, recreation and commerce. Therefore, as a town or city grows and the population's needs change, it is essential that past and present development be evaluated and assessed to determine future needs and demands.

This plan attempts to reconcile known resources and establish development patterns with forecast of changing needs. It examines the major classifications of urban land uses, present standards, and the future development of Kinston. Future development is related to the potential of the land, the interaction of activities

on the land, the needs and desires of the people and the opportunities for improving the quality of the environment.



GEOGRAPHIC
SETTING
IN
NORTH CAROLINA

INCORPORATED: 1826
1970 POPULATION: 22,309
TOTAL LAND AREA: 6.2 sq. miles

THE PLANNING AREA

Lenoir County, of which Kinston is the county seat, was formed in 1791 but it was not until 1826 that Kinston was incorporated under the North Carolina General Statutes. Kinston is one of the oldest cities in North Carolina and was first settled in 1762, approximately ten years prior to the Revolutionary War. Kinston has experienced many of the events of our nation's history with some taking place in its midst. As time passed, "historical" events moved further away and industry brought prosperity. Many things from Kinston's past still remain. At one time Kinston's location on the Neuse River was considered very beneficial, however, as advances in transportation and industry occurred, the location on the Neuse became less and less important and possibly an obstacle to development. Map C reflects growth since 1925.

Natural Features

Kinston is located in the center of the Coastal Plain of Eastern North Carolina and in the central northeast area of Lenoir County.

Kinston is served by major highway routes of U.S. Highway 70 and 258, and North Carolina Highways 11, 55, and 91. The Atlantic and East Carolina Railroad and the Seaboard Coast Line Railroad intersect in Kinston. General aviation and major airline service is available at Stalling Field, two miles northwest of Kinston.

Highway mileage to major North Carolina cities are: Charlotte, 212 miles west; Winston-Salem, 183 miles northwest;

Raleigh, 78 miles northwest; Wilmington, 89 miles south; New Bern, 34 miles southeast; and Greenville, 28 miles northeast.

The land on which Kinston is located varies in elevation from approximately twenty-five feet above sea level, near the Neuse River, to approximately one hundred feet above sea level in the northwest areas of Kinston. The central area, the area of the Central Business District, has an approximate elevation of forty feet above sea level.

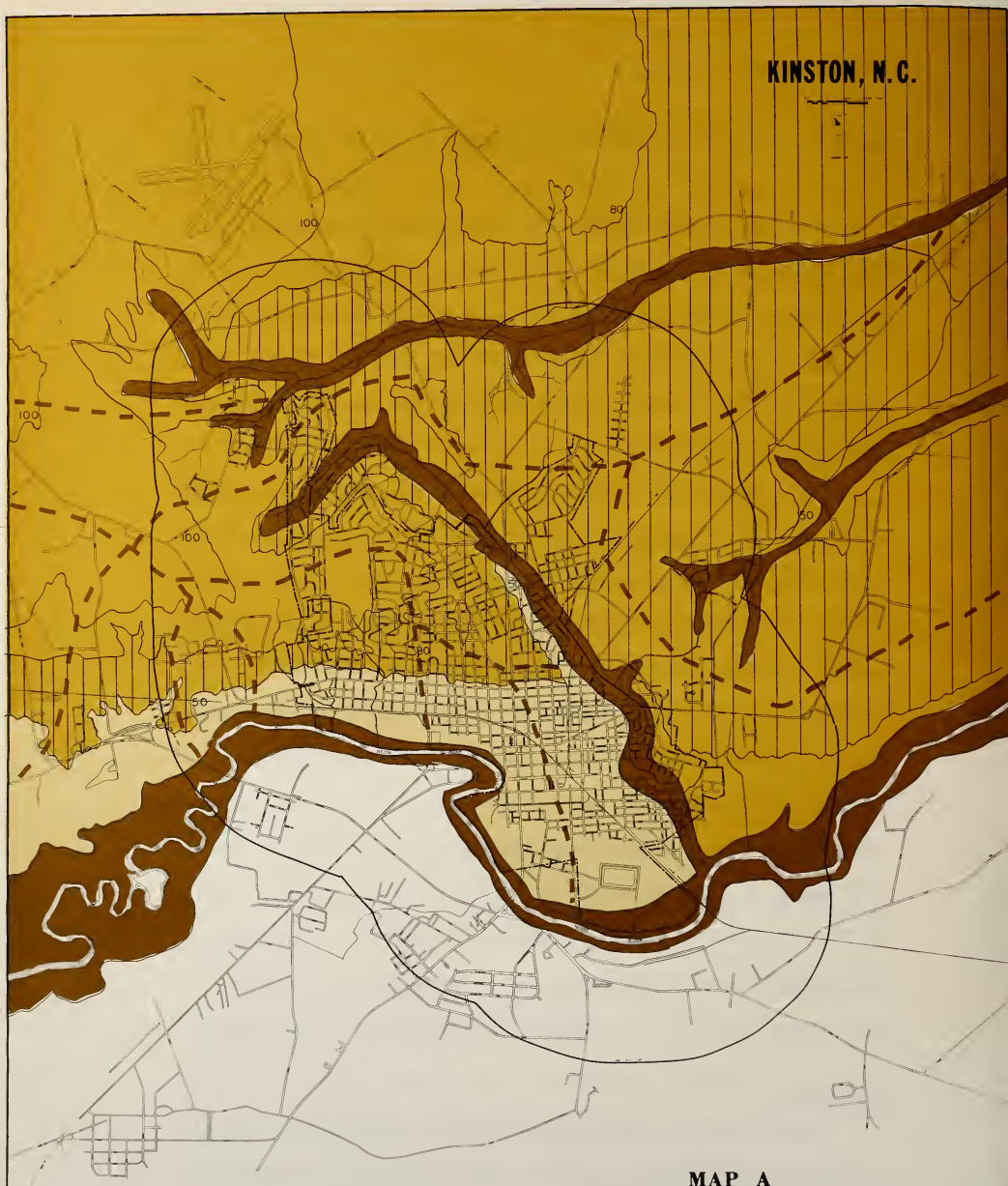
Soils in and near Kinston range from the well drained soils (Norfolk, Kalmia, Dunbar, Ruston, Lenoir, and Caholia series) to the more poorly drained soils (Okenee, Leaf, Portsmouth, Plummer, Bladin, Coxville, Leon, and Johnston soils). Maps A and B reflect general topography and soil locations.

The Neuse River and the Adkin Branch with their tributaries are the primary drainage outlets for Kinston. The Neuse River borders the southernmost edge of the city limits of Kinston; Adkin Branch bisects the northeastern and southeastern areas of Kinston and emptys into the Neuse River. Close attention should be given to Map C (Growth Patterns), and Map B (Soils) for the purpose of evaluating proper growth patterns. A detailed evaluation of growth patterns will be discussed further in this publication.

Population

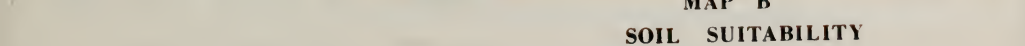
Prior to 1900 Kinston was a small town with the main purpose of being a governmental center for Lenoir County and a trade center for the surrounding rural areas. At the turn of the century, Kinston began to grow as an expanded trade, tobacco sales, and

KINSTON, N. C.



MAP A
TOPOGRAPHY and NATURAL DRAINAGE

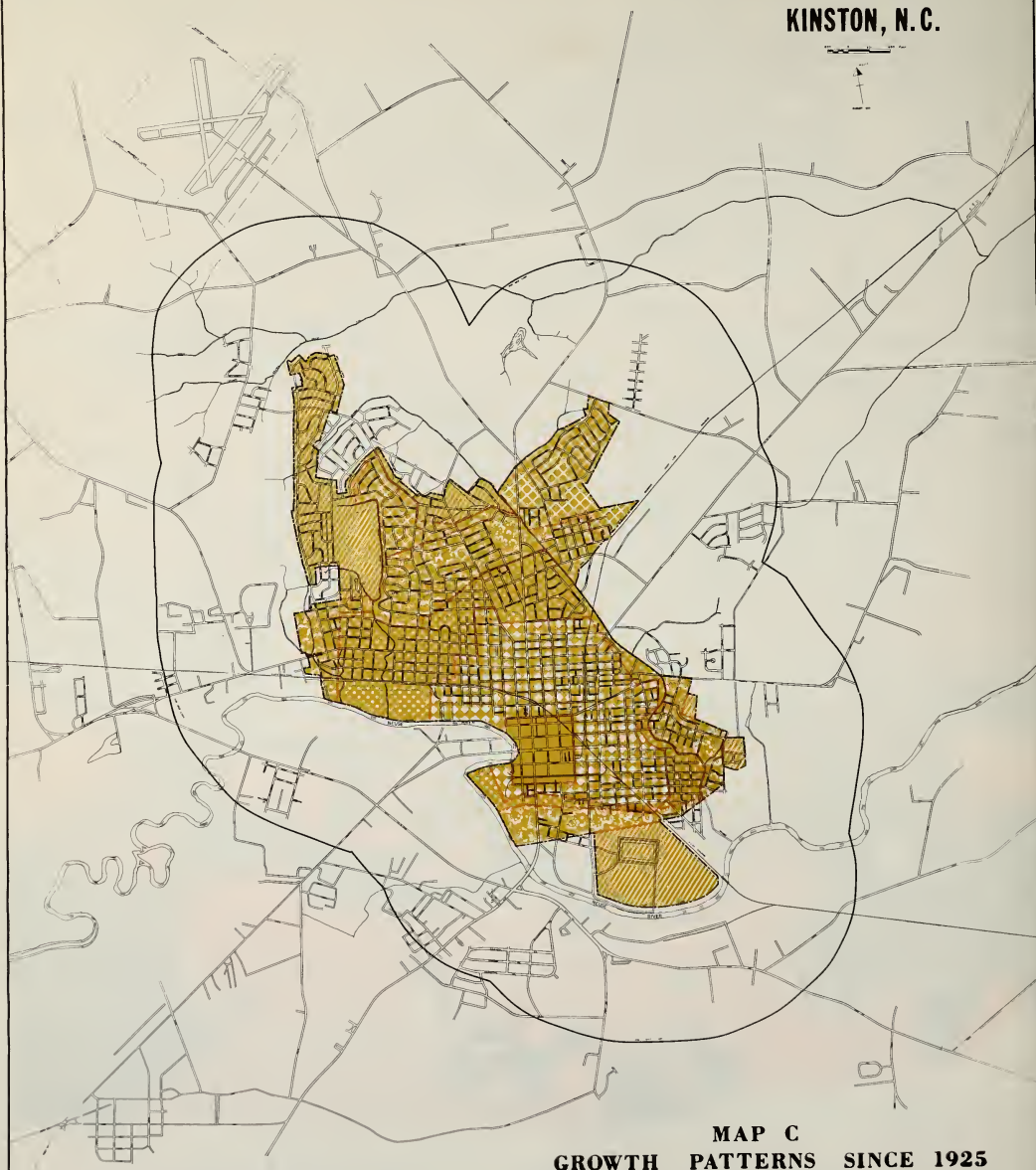
- FLOOD AREAS
- 20 TO 50 CONTOURS
- 50 TO 80 CONTOURS
- 80 TO 110 CONTOURS
- DRAINAGE DIVIDE



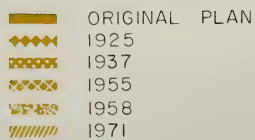

 EXCELLENT
 GOOD
 POOR
 VERY POOR

 EXCELLENT
 GOOD
 POOR
 VERY POOR

KINSTON, N.C.



MAP C
GROWTH PATTERNS SINCE 1925



manufacturing center. Population increased by 70% between 1900 and 1910. The tobacco markets grew, causing an expansion and growth of retail, wholesale and service trades. From 1910 to 1920 Kinston's population increased 39%. From 1920 to 1940, population increased approximately 55%. The 1920's and 1930's were times of depression; in these and post war days, however, Kinston still grew in population. Increases in population resulted when people moved from rural areas to find work in Kinston, and when annexation of surrounding areas was accomplished. From 1950 to 1960 Kinston reflected an increase in population of 34% over the previous decade.

The 1970 census has reflected an unusual 10% decrease in population for Kinston, although the change may not be unusual when certain factors are considered. Many cities throughout the nation and state, had decreases in population during this decade. (Table 1 reflects a population decline in two other nearby cities.) No one reason can be selected as being the reason for a decline in population for Kinston; a combination of reasons or factors must be considered. One combination of factors to be noted is the decline in population in the under five years of age category. This decline is reflected in both the white and non-white male and female population. To further examine this decline, it is noted that the child population expansion ratio is .840 for Kinston. This ratio should be 1.000 or very near 1.000 for a population that is replacing itself. The .840 child population expansion ratio for Kinston could be caused by the increased emphasis on birth control and the cost of rearing and educating children.

TABLE 1
PERCENT CHANGES IN POPULATION IN COASTAL PLAIN
CITIES FROM 1900 TO 1970*

YEAR	KINSTON	GREENVILLE	GOLDSBORO	ROCKY MOUNT	WILSON
1900	37.9%	32.4%	46.3%	259.9%	65.8%
1910	70.4%	59.9%	3.9%	174.1%	90.6%
1920	39.7%	40.7%	85.0%	58.3%	58.0%
1930	16.3%	53.3%	32.7%	68.0%	18.9%
1940	35.4%	37.9%	15.3%	19.4%	52.5%
1950	19.2%	32.0%	24.2%	8.3%	19.6%
1960	34.4%	34.4%	34.2%	8.0%	24.2%
1970	-10.1%	22.2%	- 7.4%	- 6.3%	2.1%
AVG. CHANGE SINCE 1890	42.33%	39.1%	29.3%	73.7%	41.4%
AVG. CHANGE SINCE 1950	12.3%	28.3%	13.4%	.8%	13.1%

*SOURCE: U. S. Bureau of Census

Still another factor to reflect a decline in population is in the age category of 25 to 44 years of age. This category reflects a decline in both the non-white males and non-white females - a trend of black migration to larger urban areas that apparently is continuing nationally. Still other factors to be noted which could cause a decline in population is the limited availability of land, cost of land and services, and taxes on land in cities. None of the above factors could be singled out as being the one reason for

a decline in population, but a combination of them would probably be contributing reasons for a decline in population in urban areas.

Since 1900, Kinston has increased in population by 543% or 18,203 persons as compared to Lenoir County's increase of 196%, or 18,639 persons. (Table 2 reflects population increases.) Kinston has had an average increase in population of 28.6% per decade since 1900, while the county averaged 17.1% per decade in this period. Township population has been somewhat sporadic when all townships are considered. Since 1930 Kinston Township has almost doubled with the Neuse Township more than doubling in population.

TABLE 2
POPULATION INCREASES IN KINSTON AND LENOIR COUNTY
1900-1970*

YEAR	KINSTON	% CHANGE	LENOIR COUNTY	% CHANGE
1900	4,106		18,639	
1910	6,995	70.4%	22,769	22.2%
1920	9,771	39.7%	29,555	29.8%
1930	11,362	16.3%	35,716	20.8%
1940	15,388	35.4%	41,211	15.4%
1950	18,336	19.2%	45,953	11.5%
1960	24,819	34.4%	55,331	20.4%
1970	22,309	- 10.1%	55,276	- 0.1%
AVERAGE INCREASE PER DECADE	2,886	28.6%	5,224	17.1%
AVERAGE DECADE IN- CREASE SINCE 1950	-	12.3%	-	10.1%

SOURCE: 1970 Population of Census, U. S. Bureau of the Census.

TABLE 3
1930-1970
LENOIR COUNTY TOWNSHIP POPULATION CHANGES

TOWNSHIP	1930		1940		1950		1960		1970	
	Population	Pop.	Change	%	Pop.	Change	Pop.	Change	Pop.	% Change
Kinston	14,763	18,476	24.6		22,037	19.2	29,243	32.7	28,563	- 2.3
Falling Creek	1,955	1,922	- 1.6		1,921	- 0.5	2,503	30.3	2,691	7.5
Neuse	1,770	2,357	33.1		2,880	22.1	4,020	39.6	5,022	24.9
Southwest	1,044	1,154	10.5		1,298	12.4	1,353	4.3	1,514	11.8
Sand Hill	972	979	.72		1,012	3.3	962	- 4.9	927	- 3.6
Contentnea Neck	2,486	2,546	2.4		2,751	8.0	2,781	9.2	2,806	.89
Vance	2,063	2,181	5.7		2,258	3.5	2,289	14.0	2,720	18.8
Institute	1,605	1,399	-12.8		1,357	- 3.0	1,323	- 2.5	1,164	-12
Woodington	1,639	1,726	5.3		1,742	.92	1,598	- 8.3	1,272	-20.4
Mosely Hall	3,564	4,079	14.4		4,263	4.5	4,578	7.4	4,798	4.8
Trent	2,388	2,416	1.7		2,361	- 2.2	2,123	-10.1	1,788	-15.7
Pink Hill	1,467	1,976	34.6		2,073	4.9	1,992	- 3.9	1,939	- 2.6
TOTAL POP.	35,716	41,211			45,953		54,765		55,204	

SOURCE: 1970 Census of Population, U. S. Bureau of the Census

The below is a further breakdown of population as reflected in the 1970 census, and earlier.

TABLE 4
1930-1970
POPULATION BY RACE
FOR KINSTON AND LENOIR COUNTY

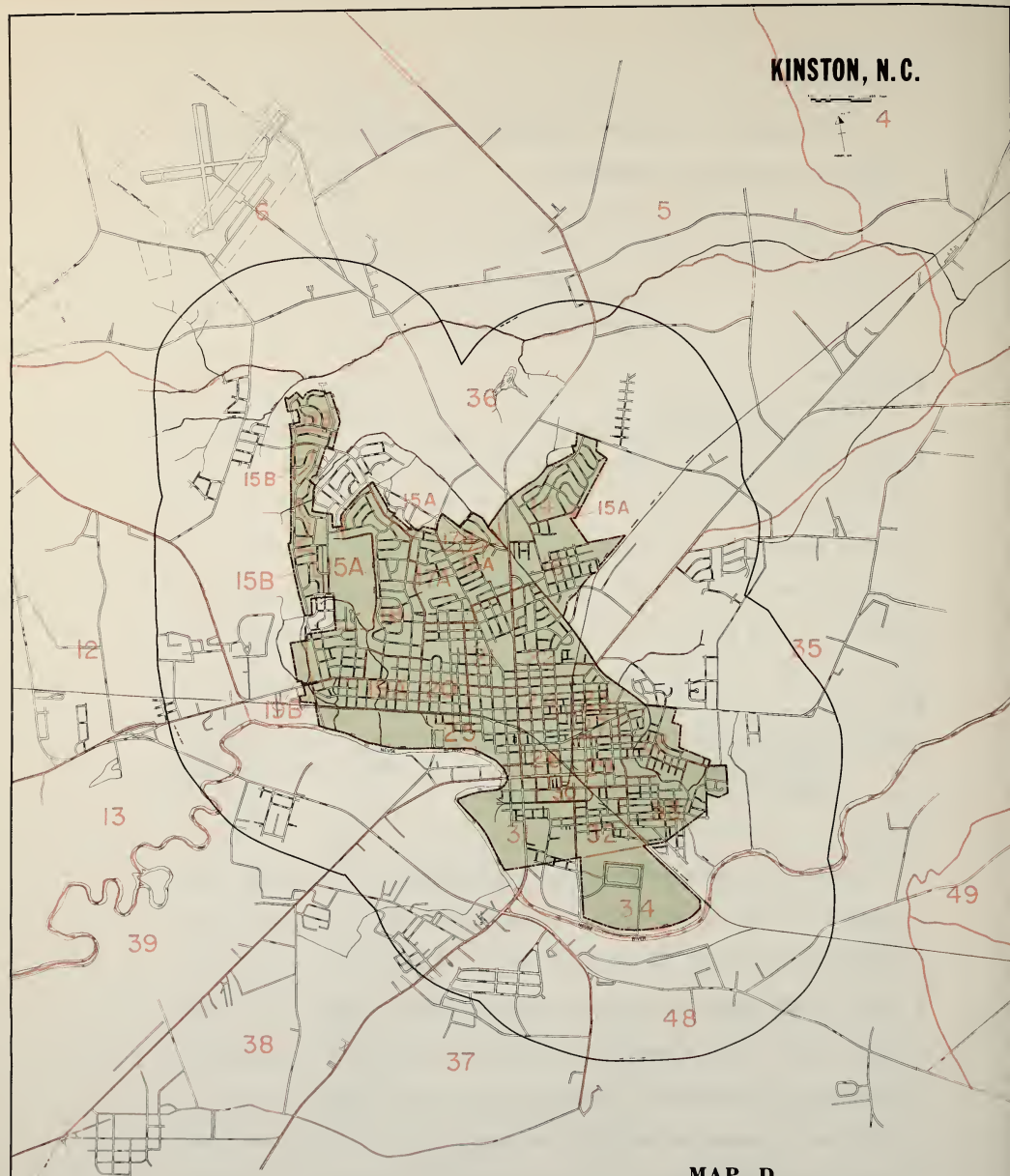
YEAR	KINSTON				LENOIR COUNTY			
	WHITE		NON-WHITE		WHITE		NON-WHITE	
	NO.	%	NO.	%	NO.	%	NO.	%
1930	6,298	55.4	5,064	44.6	20,276	56.8	15,438	43.2
1940	8,681	56.4	6,707	43.6	23,398	56.8	17,813	43.2
1950	10,083	55.0	8,253	45.0	26,131	56.9	19,822	43.1
1960	14,962	60.3	9,857	39.7	33,382	60.3	21,894	39.7
1970	12,627	56.6	9,682	43.4	34,779	63.0	20,425	37.0

NOTE: THE ABOVE DOES NOT INCLUDE INDIAN POPULATION. 1970 INDIAN POPULATION FOR KINSTON IS .094%, OR 21 PEOPLE, AND FOR LENOIR COUNTY, INDIAN POPULATION IS .072%.

The most important category in the enumeration district data, Table 5, is the child population expansion. The child population expansion is defined by the U. S. Bureau of Census as being "the ratio of the number of children aged 5-9 to the number of children aged 10-14. It is a measure of growth of a population through the expansion of the number of children. The ratio should be near 1.000 for a population which is replacing itself; below 1.000 for a declining population." Minor Population, as reflected in Table 5, indicates the percentage of the total population under 21 years of age. ("Elderly Population" is the percentage of total population which is 65 years of age or older.)

KINSTON, N.C.

4



**MAP D
ENUMERATION DISTRICT**

1970 U.S. CENSUS

TABLE 5
POPULATION OF KINSTON ENUMERATION DISTRICTS

POPULATION CATEGORIES:*	A	B	C	D	E	F
KINSTON:	22,309	43.41%	.094%	.840	39.212%	9.81%
Enumeration Districts:						
14	1,458			.841	42.7%	3.84%
15	693			.943	47.7%	1.73%
16	1,322	.15%	.30%	1.092	38.8%	5.14%
17	1,413			.693	34.6%	5.44%
18	1,846			.772	36.1%	6.06%
19	841			.694	30.6%	12.48%
20	877	.79%	.22%	.820	24.5%	19.15%
21	789			.526	30.0%	18.37%
22	1,103	.99%	.27%	1.229	27.1%	14.41%
23	1,059	99.20%		.844	43.8%	7.93%
24	793	22.40%		.706	33.7%	19.41%
25	751	.39%	.13%	.777	31.4%	17.04%
26	911	62.50%	.98%	1.086	36.3%	12.84%
27	797	99.80%	.12%	.907	40.7%	11.54%
28	1,113	98.60%		.793	42.2%	8.62%
29	1,447	82.60%		.928	46.9%	7.04%
30	1,331	99.60%		.755	59.4%	5.78%
31	828	96.00%	.12%	.963	37.1%	11.71%
32	1,215	78.80%		.992	39.6%	14.23%
33	1,722	98.30%		.724	44.2%	9.75%
34	0	0	0	0	0	0

*NOTE: The below corresponds to the above categories of population.

- A. Population
- B. Population-Black Percentage
- C. Population-Indian Percentage
- D. Child Population Expansion
- E. Minor Population-Percentage
- F. Elderly Population-Percentage

The Child Population Expansion indicates a stable or declining population. The Child Population Expansion for Kinston is .840, however, there are enumeration districts within the corporate limits of Kinston which reflect a replacing population. These enumeration districts which have a 1.000 or more are Enumeration Districts 16, 22, and 26. Enumeration Districts 16 and 22 are predominately white enumeration districts with enumeration district 26 being an area with 62.5% of the population black. The lowest Child Population Expansion ratio is in Enumeration District 21, an all white area with a high elderly population of 18.37%. (Map D shows the location of enumeration districts.)

There is only one area of Kinston that approaches a 50-50 black to white population. That area is Enumeration District 26 with 62.5% of the population being black. All other enumeration districts reflect a lopsided racial balance, which gives some impression that integration is not the case in Kinston just as in most other cities.

In analyzing the population within the corporate limits of Kinston, it is desirable to identify as much of the population as possible for the purpose of determining changes in various segments of the population. The following table indicates 1950 and 1970 population by ages, sex and race.

TABLE 6
1950 AND 1970
KINSTON POPULATION BY AGE, SEX AND RACE

AGE	ALL MALES		NON-WHITE MALES		ALL FEMALES		NON-WHITE FEMALES	
	1950	1970	1950	1970	1950	1970	1950	1970
Under 5 Yrs:	1,054	867	510	433	1,048	875	481	428
5-14 Yrs:	1,485	2,219	726	1,143	1,588	2,205	795	1,133
15-24 Yrs:	1,203	1,759	569	726	1,604	2,064	721	957
25-34 Yrs:	1,507	1,074	614	338	1,708	1,265	826	449
35-44 Yrs:	1,261	1,148	584	415	1,488	1,486	708	635
45-54 Yrs:	904	1,234	472	423	1,114	1,626	464	642
55-64 Yrs:	544	909	285	415	657	1,376	226	701
65 and Over:	470	824	166	353	654	1,378	269	493
TOTALS	8,375	10,034	3,763	4,246	9,961	12,275	4,490	5,438

The twenty year comparison of age, sex and race indicates specific factors that should be noted. The first is that there has been an across-the-board decline in the under 5 years of age population. This decline is almost a 50-50 split between white and non-white population. The second factor that should be noted is the decline in population of 25-34 and 35-44 year old population. Non-white males dominate this category of decline. Non-white females also dominate this declining age category with the white females increasing in this category.

Future projections of the population are very important for development of Kinston. The projection based on the Geometric Projection Method, projected population for 1980 as 28,845 and 1990 population to be 37,267. This method projects population based on the average percent change for each decade.

POPULATION PROJECTION FOR 1980 AND 1990
BASED ON THE GEOMETRIC PROJECTION METHOD*

<u>Year</u>	<u>Population</u>	<u>Percent Change</u>
1900	4,106	
1910	6,995	70.4%
1910	9,771	39.7%
1930	11,362	16.3%
1940	15,388	35.4%
1950	18,366	19.2%
1960	24,819	34.4%
1970	22,309	-10.1%
<u>1980</u>	<u>28,845</u>	<u>29.2%</u>
<u>1990</u>	<u>37,267</u>	<u>29.2%</u>

*Geometric Projection Method is based on the average percent change for each decade.

When planning for the future development of Kinston, it is necessary to look at the immediate area surrounding the corporate limits of Kinston. This immediate area is referred to as being the one mile area or the one mile extraterritorial planning and regulating area. The one mile area surrounding Kinston is composed of land areas which include sections of Kinston, Falling Creek, Neuse, Southwest and Vance Townships. The Townships are divided into nine enumeration districts. None of the nine enumeration districts of the above listed Townships fall completely within the one mile area of Kinston, therefore, a visual land use survey was used for approximate population counts. To determine population within the one mile area of Kinston, dwelling units were inventoried. By using the average family size for the specific enumeration districts within the one mile area and by multiplying the average family size by the number of occupied dwelling units, an approximate population of 4182 persons is reflected for the

one mile area. This approximate population added to Kinston's population would total 26,491. For future population projections of the one mile area, the average percent change in population for the respective Townships and/or enumeration districts is used. The average percent change in population for the one mile area has been 18.5 percent since 1940. The below reflects population and projections for the Kinston planning area.

KINSTON PLANNING AREA
POPULATION FOR 1970, PROJECTING TO 1990*

1970 POPULATION

CITY OF KINSTON:	22,309	
ONE MILE AREA:	<u>4,182</u>	
TOTAL:		26,491
**ADDITIONAL ONE MILE AREA:	<u>1,980</u>	
GRAND TOTAL:		<u>28,471</u>

1980 POPULATION

CITY OF KINSTON:	28,845	
ONE MILE AREA:	<u>4,955</u>	
TOTAL:		33,800
**ADDITIONAL ONE MILE AREA:	<u>2,326</u>	
GRAND TOTAL		<u>36,129</u>

1990 POPULATION

CITY OF KINSTON:	37,267	
ONE MILE AREA:	<u>5,871</u>	
TOTAL:		43,138
**ADDITIONAL ONE MILE AREA:	<u>3,954</u>	
GRAND TOTAL		<u>47,092</u>

*SOURCE: Division of Community Services, N. C. Department of Natural and Economic Resources.

**The additional one mile area is reflected for planning of a two mile planning and regulating area. North Carolina House Bill 153, which will become law, January 1, 1972, allows cities with population of 10,000 to 25,000 to request, from County Commissioners, a two mile planning and regulating area.

Economy

The economy of Kinston is greatly diversified with manufacturing being the biggest employer. Tobacco manufacturing is the largest, followed by construction and allied fields and apparel and related products. For Kinston, the number of employees has decreased as the population has decreased in the last decade. However, when looking at manufacturing on a county basis, the total number of employees has increased. Since 1960, the total number of employers in Kinston has decreased by 13 and by 10 on an overall county basis.

Kinston's economy is somewhat diversified and the labor force in Kinston is very similar. In 1960, Kinston's labor force totaled 8,924 persons or 35.94% of the population. Exact Kinston labor force data from the 1970 census is presently unavailable; however, by using the 1960 labor force as a percentage of population, 35.94%, the 1971 labor force in Kinston would be approximately 8,008 persons. This probably is not the case since the Lenoir County labor force has had an increase of all sectors of the labor force except the agricultural sector.

The largest occupation representation reflected for Kinston is in the operatives, such as machine operators, at 19% of the labor force. Professional and technical occupations rank second with 21.4% of the labor force. In reviewing the Lenoir County labor force, it should be noted that Total Employment has had an average annual increase of 746 since 1962 with the largest increases in the non-manufacturing industries. Agricultural employment has had a large decline, mostly due to the increased automation

TABLE 7
1960 AND 1971 MANUFACTURING IN KINSTON AND LENOIR COUNTY

KINSTON	NUMBER OF EMPLOYEES		NUMBER OF EMPLOYERS		EMPLOYER CHANGE
	1960	1971	1960	1971	
Food and Kindred Products	275	400	9	5	-4
Tobacco Manufacturing	2150	1625	6	2	-4
Textile Mills Products	350	350	2	2	
Apparel and Related Products	750	1137	5	5	
Lumber and Wood Products	100	38	4	1	-3
Furniture and Fixtures	25	51	1	2	+1
Pulp, Paper and Allied Products	25	76	1	2	+1
Printing, Publishing and Allied Products	25	12	1	1	
Chemical and Allied Products	50	150	2	2	
Stone, Clay and Glass Products	175	76	5	2	-3
Fabricated Metal Products	25	0	1	0	-1
Machinery, except Electrical	25	0	1	0	-1
Electrical Machinery and Equip- ment	25	38	1	1	
Construction and Allied Fields	375	1150	1	2	+1
Kinston Total	4375	4104	40	27	-13
<u>LENOIR COUNTY</u>					
Food and Kindred Products	25	0	1	0	-1
Tobacco Manufacturing	0	13	0	1	+1
Lumber and Wood Products	50	0	2	0	-2
Furniture and Fixtures	75	0	1	0	-1
Machinery except Electrical	25	175	1	1	
Textile Mill Products and Apparel	0	488	0	5	+5
Chemical and Allied Products	3000	3000	1	0	
Lenoir County Total	3175	3676	6	7	+1
GRAND TOTALS	7550	7780	45	35	-10

SOURCE: Kinston-Lenoir County Industrial Development Commission
N.C. Division of Community Services

TABLE 8
KINSTON LABOR FORCE 1960

OCCUPATION	NUMBER	PERCENT
Professional, Technical	1,110	12.4
Farmers, and Farm Managers	63	7.0
Managers, Excluding Farm	807	9.0
Clerical	959	10.7
Sales Worker	817	9.2
Craftsmen, Foremen	1,086	12.2
Operatives	1,700	19.0
Private Household Workers	607	6.8
Other Service Workers	958	10.7
Farm Laborers and Foremen	82	1.0
Laborers, Excluding Farm	470	5.3
Occupation, Not Reported	265	3.0
TOTALS	8,924	100%

SOURCE: N. C. Employment Security Commission

of the farm industry. Other factors to be noted in the following table are Rate of Unemployment, Average Weekly Earnings and High School Graduates Entering the Labor Force. Unemployment has declined in Lenoir County while weekly earnings have increased on an average of \$8.17 per year since 1962. High School Graduates Entering the Labor Force had an increase in 1964 but otherwise has had a decline. The decline of graduates entering the labor force could be due to male population entering military service; the increased emphasis on obtaining a college degree or moving to other

TABLE 9
LENOIR COUNTY LABOR FORCE*

YEAR	TOTAL EMPLOYMENT	MANU- FACTURING	NON-MANU- FACTURING	PUBLIC ADMINISTRATION	AGRICULTURAL	OTHER	RATE OF UNEMPLOY- MENT	AVG. WEEKLY EARNINGS	HIGH SCHOOL GRADS ENTERING LABOR FORCE
1962	21,940	5,180	6,170	2,420	5,110	3,060	6.6%	\$ 80.00	48.3%
1964	23,280	5,680	6,660	2,500	4,970	3,470	7.1%	87.22	60.5%
1966	24,590	6,890	7,180	2,940	4,050	3,530	4.5%	94.21	41.7%
1968	24,150	6,790	7,360	3,350	3,390	3,260	5.0%	104.51	34.7%
1969	25,070	7,160	7,910	3,360	3,280	3,360	4.3%	**	29.3%
1970	25,670	7,280	8,450	3,620	3,160	3,160	4.5%	**	27.8%
AVG. CHANGE	+ 746	+ 200	+ 456	+ 240	+ 588	+ 100	- .22%	\$ +8.17	- 4.1%

*SOURCE: Budget Division, Department of Administration, State of North Carolina.

**Average Weekly Earnings for 1969 and 1970 are currently unavailable at this time.

areas of the state or country. In 1971 tobacco manufacturing was the biggest employer in Kinston. As reflected in the Lenoir County Labor Force table and the Kinston Manufacturing table, agriculture has had a decline. Future trends will probably be toward fewer and fewer people working in agriculture and those that will continue to work in this area will probably be operators of large farms. As reflected in the Kinston Manufacturing table (6), Apparel and Related Products is the third largest employer in Kinston. This area of the economy has had a national decline, however, since 1960 this type of employment has increased in Kinston. Some economist would say that if an area's economy is based largely on one type of industry and if that industry were to decline on a national basis, the effects would be readily reflected in the local economy. It should be noted, however, that North Carolina is a national leader in tobacco and in textiles, therefore, if a national decline in these two areas were to occur, North Carolina would possibly receive more gradual effects in production and in employment.

There is possibly no realistic method of projecting the labor force of Kinston for 1980 or 1990 except as a general projection as a percent of the total population. If labor force projections were made on past increases or decreases, there could be impossible situations reflected. Such a situation could be in agricultural employment. Based on past changes which show a steady decline, there would be no employment in the agricultural field by 1980 - and this would be an unrealistic situation for Lenoir County.

SECTION I

LAND USE SURVEY AND ANALYSES UPDATED



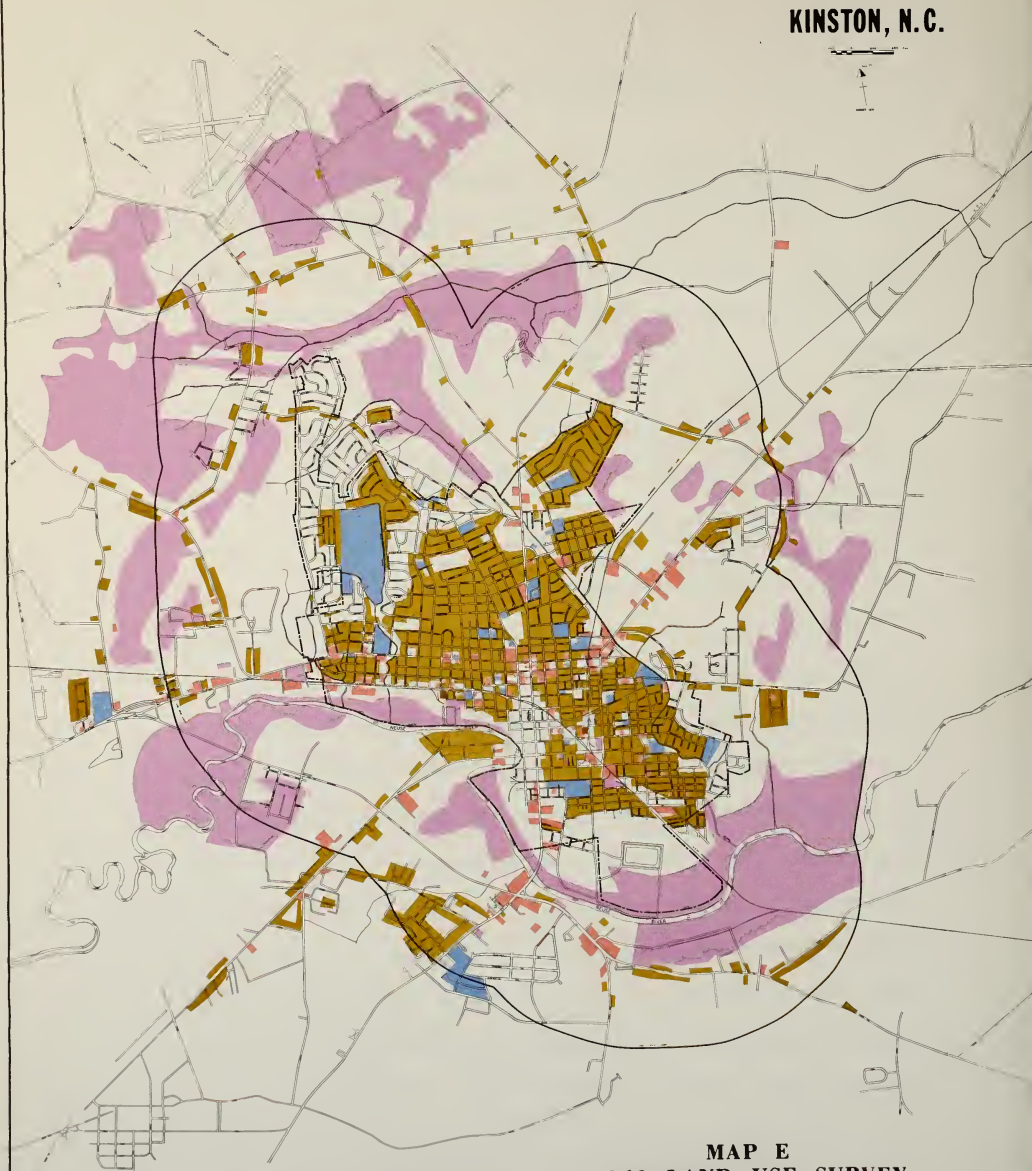
LAND USE SURVEY AND ANALYSIS

The 1971 Land Use Survey and Analysis classifications are based on the Standard Land Use Coding Manual developed by the U.S. Department of Housing and Urban Development. The coding manual classifies land uses into nine basic land use classifications as follows:

1. Residential
2. Manufacturing (light)
3. Manufacturing
4. Transportation, Communications, Utilities
5. Trade
6. Services
7. Cultural, Entertainment & Recreation
8. Resource Production and Extraction
9. Undeveloped Land and Water Areas

This section of this report is concerned with an inventory and analysis of existing land uses in Kinston and its one mile planning area. Also mentioned in specific areas of this report is an additional one mile area. This area is reflected for the purpose of determining specific factors for the possibility of planning for this area. North Carolina House Bill 153 (GS 160A), which takes effect on January 1, 1972, allows cities of 10,000 to 25,000 population to request, from County Commissioners, a two mile, or an additional one mile area or parts thereof for planning and regulating for development. The following land use maps and tables reflect an overall view of land use in 1971 as compared to 1960.

KINSTON, N.C.



MAP E
1960 LAND USE SURVEY

- TRANSPORTATION (STREETS)
- PRODUCTION
- COMMERCE
- CIVIC SERVICES
- RESIDENCES

KINSTON, N.C.



MAP F
1971 LAND USE SURVEY

- | | |
|---|--|
| RESIDENTIAL | UNDEVELOPED LAND & |
| TRADE | WATER AREAS |
| SERVICES | |
| CULTURAL, ENTERTAINMENT, RECREATION | |
| RESOURCE PRODUCTION, EXTRACTION | |
| TRANSPORTATION, UTILITIES, COMMUNICATION | |
| MANUFACTURING | MANUFACTURING |

KINSTON, NORTH CAROLINA
1971 OVERALL VIEW OF THE PLANNING AREA

	<u>Acres</u>	<u>Square Miles</u>	<u>Streets and Roads (Miles)</u>
Kinston	4,097	6.08	96.7
One Mile Area	9,137	14.2	79.7
Additional One Mile Area	<u>13,928</u>	<u>21.7</u>	<u>43.9</u>
Total	27,162	41.98	220.3

KINSTON LAND USE CHANGES IN ACRES
1960 to 1971

	1960	1971	Change
Residential	1251.6	1736.2	+484.6
Manufacturing (light)	27.1	42.6	+ 15.5
Manufacturing	--	8.8	+ 8.8
Transportation, Communications & Utilities	668.7	784.0	+115.3
Trade	138.6	201.2	+ 62.6
Services	60.9	283.6	+222.7
Cultural, Entertainment & Recreation	113.9	164.5	+ 50.6
Resource Production and Extraction		22.0	+ 22.0
Undeveloped Land and Water Areas	996.4	854.0	-142.4
Total Acreage	3257.2	4096.9	+839.7

1971 LAND USE ACREAGE - PLANNING AREA

	KINSTON	ONE MILE	EXTRA ONE MILE
Residential	1736.2	453.9	310.2
Manufacturing (Light)	42.6	36.7	38.9
Manufacturing	8.8	69.0	5.8
Transportation, Communication & Utilities	784.0	90.0	54.4
Trade	201.2	126.0	69.0
Services	283.6	266.7	58.7
Cultural, Entertainment, and Recreation	164.5	23.5	26.4
Resource Production and Extraction	22.0	3338.9	1,890.0
Undeveloped Land and Water Areas	854.0	4743.1	11,474.0
Totals	4096.9	9137.8	13,928.0
Total Planning Area		13,230 acres	
Total Planning Area Plus Additional One Mile Area		27,162 acres	

KINSTON, NORTH CAROLINA LAND USE CHANGES PER 100 POPULATION

	1960	1970	Change
POPULATION:	24,819	22,309	-2,510
ACRES:	3251.2	4096.9	+839.7
Residential	5.08	7.7	+ 2.6
Manufacturing (light)	.10	.19	+ .09
Manufacturing	*	.03	+ .03
Transportation, Communication & Utilities	2.66	3.34	+ .68
Trade	.48	.90	+ .42
Services	.24	1.19	+ .95
Cultural, Entertainment & Recreation	.45	.73	+ .28
Resource Production & Extraction	--	.09	+ .09
Undeveloped Land & Water Areas	4.01	3.82	- .19
Total Acres per 100 Population:	13.36 a.	17.99 a.	4.95 a.

*NOTE: This category of land use was combined with light manufacturing in the 1960 land use survey.

1960-1971
LAND USE PERCENTAGES
KINSTON, NORTH CAROLINA

	<u>1960</u>	<u>1971</u>
Residential	55.05%	51.00%
Manufacturing	4.66%	12.60%*
Transportation, Communication, & Utilities	3.32%	2.53%
Trade	5.31%	6.50%
Services	--	7.81%
Cultural, Entertainment, Recreation	2.08%	5.31%
Resource Production and Extraction	--	.011%
Undeveloped Land and Water Areas	<u>29.58%</u>	<u>14.24%</u>
Totals	100%	100%

*Includes Heavy Manufacturing

As reflected in the previous land use tables and the 1960 and 1971 Land Use Maps, Kinston has had an increase in virtually all classifications of land uses even though population has declined. Residential land has increased in the direction of the northwest, where lots are much larger than in other areas of Kinston. Manufacturing, even though declining in numbers within the city limits, has increased its facilities to meet the needs of an expanding economy. Trade, services and recreation has increased due to the demands of the population.

Each of the land use classifications will be examined in detail in the following pages for the purpose of reflecting direction of growth and the type of growth Kinston has sustained since 1960.

RESIDENTIAL

Housing changes in Kinston as reflected in the following table indicate a minimum of change from 1960 to 1970 as compared with changes between 1950 and 1960. The 1970 population for Kinston reflected a decrease of 2510 persons, and the 1970 Census of Housing reflected an increase of 132 housing units for Kinston but this increase is small compared with the increase in housing units between 1950 and 1960. Several factors must be taken into consideration when evaluating the 132 housing unit increase. The first factor is that there were 453 new housing units constructed between 1960 and 1970 as reflected in the City Building Inspector's reports. Secondly, the number of units demolished is not reflected. For an example, there were 229 units condemned between 1960 and 1970 for the total Kinston planning area. Also, movement of mobile homes and homes destroyed by fire must be considered. Actually the +132 increase in housing units is a net figure and should be complemented by indicating new housing unit construction and housing unit demolition figures.

The average unit size for housing units in Kinston is 5.001 rooms, however, the enumeration district breakdown reflects below average unit size for a large percentage of housing units in the eastern and southeastern section of Kinston. To be more specific, these sections would be Enumeration Districts 23, 24 and 26 through 33. Black occupancy is high in these areas, especially in Enumeration Districts 26 through 33. These Enumeration Districts are located in the east and southeast sections of Kinston as noted on Map D.

TABLE 10
HOUSING CHANGES IN KINSTON*

CATEGORY	1950	1960	50'-60' Change	1970	60'-70' Change
Total Population	18,336	24,819	+6482	22,309	-2510
Total Housing Units	5,119	7,820	+2701	7,952	+ 132
Owner Occupied	1,981	3,459	+1478	3,579	+ 120
White	1,311	2,511	+1200	2,594	+ 83
Negro	670	948	+ 278	981	+ 37
Renter Occupied	3,008	3,783	+ 775	3,793	+ 10
White	1,732	2,057	+ 325	1,817	- 260
Negro	1,276	1,726	+ 450	1,970	+ 244
Vacant(year round)	129	578	+ 449	580	+ 2
For Sale Only		43		51	+ 8
For Rent		345		366	+ 21
Other Vacant		190		163	- 27

*SOURCE: U. S. Bureau of Census on Housing.

1970 HOUSING FOR
KINSTON, NORTH CAROLINA

1970 Population	22,309	
1970 Housing Units	7,952	(7372 occupied)

POPULATION -	KINSTON	NORTH CAROLINA
Per Occupied Unit	3.0	3.0
Per Owner Occupied Unit	3.0	3.1
Per Renter Occupied Unit	3.1	2.9

NUMBER OF UNITS PER STRUCTURE FOR KINSTON

1 Unit	6076
2 Units or More	1830
Mobile Homes	46

	KINSTON	LENOIR CO.	N. C.	U. S.
Median Number of Rooms Per Dwelling Unit	5.1	4.9	5.0	5.0
Median Number of Persons Per Unit	2.6	2.9	2.9	2.7

SOURCE: 1970 U. S. Census of Housing

The overcrowded index is the percentage of occupied housing units with 1.01 or more persons per room. The black overcrowded index is the percentage of black occupied housing units with 1.01 or more persons per room. Both of the overcrowded indexes are high in the black majority enumeration districts as compared with the overcrowded index for the total city. Incomplete plumbing is the percentage of "occupied housing units which lack complete plumbing." The incomplete plumbing is also high in the districts which have a black majority population as compared to the white majority areas. The incomplete plumbing average for the City of Kinston is 12.8%, however, in enumeration district 31 the average is 73.4% or 213.7 housing units.

TABLE 11
KINSTON HOUSING CHARACTERISTICS BY ENUMERATION DISTRICTS

ENUMERATION DISTRICTS	A.	B.	C.	D.	E.	F.	G.	H.
14	1,458	435	5.01	3.9%		.24%		6.4%
15	693	186	7.49	3.8%				1.1%
16	1,322	443	4.71	6.8%				6.5%
17	1,413	488	5.64	4.1%		.21%		1.0%
18	1,846	606	6.56	2.5%		.51%	.165%	.84%
19	841	318	5.24	3.1%		.65%	.314%	1.6%
20	877	403	5.85	7.2%	.53%	.80%	.24%	2.9%
21	789	329	5.27	6.7%		.33%		2.2%
22	1,103	493	5.22	6.5%	.65%	.25%		1.5%
23	1,059	361	4.25	2.5%	100%	24.4%		17.3%
24	793	345	4.44	10.1%	16.4%	10.9%		8.7%
25	751	315	4.86	7.9%	.33%	7.2%		7.5%
26	911	331	4.29	10.9%	60%	29.8%	.906%	15.2%
27	797	297	4.32	8.8%	100%	44.6%		15.1%
28	1,113	382	4.97	12.8%	99%	13.9%	.523%	12.6%
29	1,447	420	4.71	5.2%	75%	18.9%	.238%	21.1%
30	1,331	351	4.28	2.6%	99%	9.4%	.569%	27.4%
31	828	373	3.60	12.1%	95%	73.4%	.804%	14.3%
32	1,215	469	4.25	6.2%	74%	33.1%		12.7%
33	1,722	607	4.71	18.6%	97%	20.9%	.164%	17.2%
34	0	0	0	0	0	0		
KINSTON TOTALS:	22,309	7,952	5.00	7.293%	40%	11.8%	.188%	9.4%

A. Population
B. Total Housing Units
C. Average Unit Size (Rooms)
D. Vacancy Rate-Percentage
E. Percentage of Occupied Units
F. Incomplete Plumbing
G. Percent No Toilet
H. Overcrowded Index

NOTE: See Enumeration District Map D for location of Enumeration Districts.
SOURCE: 1970 U. S. Census

In the course of the current land use survey, houses in the entire planning area were classified visually as to condition. The following categories were established for this visual inspection:

STANDARD -- This category denoting all units that were apparently in good condition with the possible exception of minor items such as need for painting or other such routine maintenance.

DETERIORATING -- This category appeared to need more than routine maintenance. For example, window frames or exterior trim were beginning to decay; or windows, roofing or siding were cracking as pieces were missing.

DILAPIDATED -- Housing units in this group were in obvious need of either replacement or complete remodeling. Such major items were noted as sagging roof, cracked and sagging foundations, large areas of missing siding or roofing, broken or ill fitted doors and windows, and in some cases, evidence of major fire and storm damage.

It should be noted that the visual inspection is a general outside inspection and inside housing conditions are not surveyed.

The 1959 Land Use Survey reflected that about 55 percent of Kinston's developed land was used for residential purposes. At that time there were dwelling units numbering 7820 for 24,819 people. Also of the total number of dwelling structures, 4610 were occupied by whites and 2632 by blacks, and 518 units were vacant. A total of 2,183 structures in need of major repair or demolition were identified in 1959. This represented 27.9 percent of Kinston's dwelling structures in 1959.

The 1971 Land Use Survey reflects 51 percent of Kinston's developed land is used for residential purposes. The 1970 census reflected 7952 housing units of which 580 were vacant. Also reflected in the 1970 census were 4421 housing units occupied by whites and 2951 units occupied by blacks. The 1971 visual land use

survey reflected a total of 8041 dwelling units or an increase of 89 units above the 1970 housing census. To verify this noticeable increase, verification was made by checking the number of building permits issued for new home construction. Verification reflected that 47 permits were issued in 1970 and 29 permits issued from January to August 1971 or a total of 76. An increase in the number of mobile homes could account for the remaining 13 units. The following is a breakdown of the 1971 visual survey.

1971 VISUAL HOUSING SURVEY - KINSTON, NORTH CAROLINA

CITY LIMITS:

Standard Units:	5710	
Deteriorated Units:	1836	
Dilapidated Units:	428	
TOTAL:		7974
Mobile Homes:	67	
GRAND TOTAL:		8041

ONE MILE AREA:

Standard Units:	1136	
Deteriorated Units:	93	
Dilapidated Units:	42	
TOTAL:		1271
Mobile Homes:	78	
GRAND TOTAL:		1349

PLANNING AREA TOTALS:

Total Standard Units:	6845	
Total Deteriorated Units:	1929	
Total Dilapidated Units:	470	
TOTAL:		9245
Total Mobile Homes:	145	
Planning Area Total:		9390

	<u>1960</u>	<u>1971</u>	<u>Numerical Change</u>
Standard Units (Inside City Limits)	5637	5777	+140
Substandard Units (Inside City Limits)	2183	2264	+ 81

NOTE: All above counts are based on a visual inspection of the Kinston Planning Area.

Kinston has a large number of public housing units and has been a leader in public housing construction since the early 1950's. The following is a listing of public housing projects with their approximate number of dwelling units.

<u>PROJECT</u>	<u>UNITS</u>
1. Simon Bright Apartments	152
2. Mitchell Wooten Courts	142
3. Carver Courts	178
4. Simon Bright Addition	72
5. Richard Green Homes	100
6. Leased Housing	<u>146</u>
TOTAL UNITS	790

In addition to the above, the Kinston Housing Authority has 40 housing units for the elderly which are located in the Kinston Hotel. The number of persons housed in the above listed projects, plus the Kinston Hotel project, would total approximately 2552 persons. Of the 2552 persons, approximately 80% of the occupants are non-white. Vacancy rates of these units are extremely low. There is always a waiting list for these housing units and approximately 90% of the waiting list is composed of non-whites.

The Kinston Housing Authority has encouraged nearby towns in Lenoir County to establish Housing Authorities. Two of these towns are Snow Hill and Pink Hill which are north and south of Kinston. The Kinston Housing Authority has a ten mile jurisdiction which would probably include the greatest concentration of population within Lenoir County.

As noted in the recreation section of this report, playground and play lot areas are located at Mitchell Wooten Courts and at the Carver Courts projects. It is the policy of the Housing Authority, that wherever possible planned unit developments will incorporate, or be adjacent to, or in a close proximity to recreational facilities and areas. The majority of the above public housing projects are located in the east and southeast sections of Kinston. These areas are characterized by older development, narrow streets and non-white population as reflected in the population breakdown of enumeration districts.

As reflected in the enumeration district breakdown on Table 11, the majority of substandard dwelling units are located in the south and southeast sections of Kinston. These areas are characterized by mixed land uses, black population and small lot sizes. Whereas the newer developed areas of Kinston in the northwest section of Kinston are characterized by white population, limited mixing of land uses, and larger lot sizes.

In the south and southeastern sections of town there is no definite separation of land uses. There are many instances where dwellings are adjacent to manufacturing and transportation facilities. Many substandard dwelling units are probably rental units and repair and maintenance on these units has not been sufficiently conducted to prevent blighted conditions.

TABLE 12

KINSTON 1970
 ENUMERATION DISTRICT ACREAGE AND DWELLING UNITS

ENUMERATION DISTRICT	Population*	Acres	Population Per Acre	Dwelling* Units	DU Per Acre
14	1,458	212.3	6.8	435	2.0
15	693	463.2	1.4	186	.4
16	1,322	221.9	5.9	443	2.0
17	1,413	279.8	5.0	488	1.3
18	1,846	376.3	4.9	606	1.6
19	841	213.3	3.9	318	1.4
20	877	164.0	5.3	403	2.4
21	789	154.4	5.1	329	2.1
22	1,103	193.0	5.7	493	2.5
23	1,059	96.5	10.9	361	3.7
24	793	86.8	9.1	345	3.9
25	751	318.4	2.3	315	.9
26	911	115.8	7.9	331	2.8
27	797	48.2	16.6	297	6.1
28	1,113	135.1	8.2	382	2.8
29	1,447	96.5	14.9	420	4.3
30	1,331	48.2	27.7	351	7.3
31	828	270.2	3.0	373	1.3
32	1,215	135.1	9.0	469	3.4
33	1,722	202.6	8.4	607	3.0
34	0	265.38**	0	0	0
TOTAL FOR KINSTON	22,309	3832.05	5.821	7,952	2.075

*Based on 1970 U. S. Census of Housing and Population Counts.

**Acres from Enumeration District #34 are not included in total amounts and ratios for Kinston.

MANUFACTURING

Since 1960 Kinston has had an increase of 24.3 acres in manufacturing land use. Manufacturing land in Kinston is approximately 12.6 percent of total developed land. Even though there has been a decrease in actual number of employers since 1960, there has been expansion of facilities to meet the demands of a national and local economy. Within the one mile planning area of Kinston, there are 105.7 acres of manufacturing land. This manufacturing acreage comprises approximately 2.6 percent of total developed land within the one-mile area. Due to the availability of land within the one mile area and the availability of water and service within that area, many manufacturing concerns consider Kinston's one mile area an ideal location.

There is no definite area or land section of Kinston that is comparable to a manufacturing or industrial park. Manufacturing is located throughout the eastern and southeastern sections of Kinston. These areas are more conducive to manufacturing due to the availability of railroad transportation and easy access to major highway routes going north, south, east and west. Since 1960, the Texfi Corporation has located on Airport Road adjacent to Stallings Field Airport. Water and sewer service has been made available to this area and possible future manufacturing or industrial development may occur in this area due to availability of these services.

The Lenoir County-Kinston Industrial Development Commission has identified an approximate 380 acre industrial park area within the one-mile area of Kinston. This park is located on U.S. 70 east, adjacent to Kelly's Pond. Water service is available to this area and due to the adjacent U.S. 70 highway, this area has a high potential for development in the near future.

The majority of manufacturing within Kinston and within its one mile area is of the light manufacturing classification. However, emphasis seems to have not been placed on conformance of the facility with its natural surroundings. A typical manufacturing site in Kinston would be composed of a building on a large tract of land with a paved or unpaved parking lot on or adjacent to the building or site. Several of the manufacturing sites in Kinston are in residential, trade and service areas of Kinston. This is especially true in the southeast and east sections of Kinston such as on Oliver Street and East King Street. When such land uses are mixed with residential areas, blighted conditions often grow. Manufacturing areas which are not properly buffered from residential areas are not desirable. Heavy traffic, noise and air and water pollution are often generated by manufacturing causing those immediate areas surrounding the manufacturing site to be undesirable for residential uses. Future planning in Kinston's planning area warrants better control of manufacturing sites to reduce the possibility of creating or stimulating blight by improper location of manufacturing sites.

TRANSPORTATION, COMMUNICATIONS AND UTILITIES

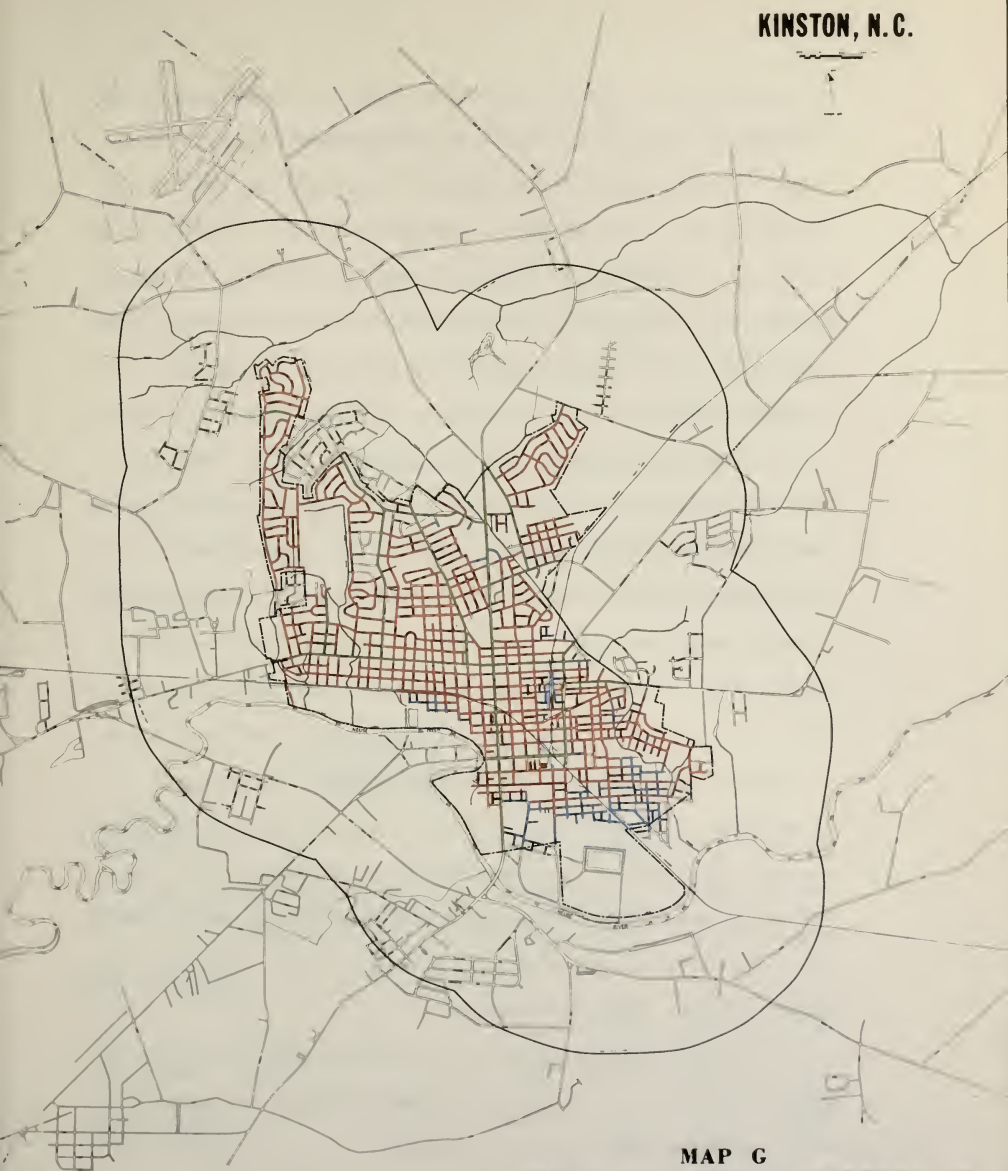
Since 1960 there has been an increase of 115.3 acres of land for this classification of land use. The increases have occurred in the form of streets in the new residential developments in the northwest area of Kinston. Also, the construction of the sewage treatment plant in the southernmost section of Kinston has helped to account for this increase.

Within the one-mile area of Kinston, transportation accounts for 90 acres or 2.5 percent of the developed land. The majority of this 90 acres is in highways, with some 20 percent of this total land used for transportation services such as trucking services. This is noted in more detail under the Transportation Facilities and Services Section.

Streets

Many streets within the city limits of Kinston are paved (see Map G). The majority of unpaved streets in Kinston are located in the extreme southeast area of Kinston. Streets in this area are University Street, Oak Street, Oliver Street, Reed Street, Fork Street and Sunshine Street. This southeast area is a black residential area and characterized by substandard dwelling units. Other unpaved streets in Kinston include West Manning Street and the west end of Blount Street. These are mainly manufacturing and service streets and characterized by mixed land uses in a low land area. Also, this area is bordered on the north by the A & C Railroad and on the south by floodlands and the Neuse River and

KINSTON, N. C.



MAP G
PAVED and UNPAVED STREETS 1971

- PAVED STREETS
- UNPAVED STREETS
- STREETS LESS THAN 16ft
- STATE MAINTAINED STREETS

its flood areas. Another area where unpaved streets exist is in the east central area of Kinston. Streets in this area include Sampson Street, Davis Street, Beasley Street and the west end of Harvey Street. Davis Street is divided by the A & C Railroad and the southeast section of the street (from Fields Street to Blount Street) has a right-of-way of less than 16 feet. This black residential area is characterized also by substandard dwelling units and small lot sizes. This area was at one time a railroad depot and an industrial shipping and loading area. Areas of Kinston that have streets with less than a 16 foot right-of-way are mainly located in the Central Business District and area southwest of King Street. This area southwest of King Street is characterized by mixed land uses, i.e., residential, trade, and manufacturing, substandard dwelling units, and undesirable land for urban type uses, due to the topography and its proximity to the Neuse River.

Currently within the City of Kinston there are 96.07 miles of streets. Of this total, 12.80 miles are unpaved, 12.62 miles are major highways or State maintained and 70.64 miles are paved and maintained by the City of Kinston. Also 1.25 miles of streets in Kinston have a right-of-way of 16 feet or less. This 1.25 mile category mainly consists of alleys.

The one mile planning area surrounding Kinston is composed of approximately 68.9 miles of highways and streets. Of the 68.9 miles approximately 11 miles are unpaved.

Traffic Volumes

Streets and highways provide access and movement throughout the city and the location and type of streets play an important part in land use and development. Certain types of land use generates large volumes of traffic and other uses do not. Uses which would generate large volumes of traffic are manufacturing uses and trade and service uses such as the Vernon Park Mall. Lessor or smaller volumes of traffic are associated with residential uses. (Below is a listing of traffic volume comparisons at various points within Kinston.) It should be noted that the volumes reflect an approximate 35% increase over the 12 year span; the 1990 SHC projections would reflect a 100% increase in traffic volumes from 1958 at many points. (The various traffic count locations are listed on Map H.)

COMPARISON OF TRAFFIC VOLUMES KINSTON, NORTH CAROLINA

<u>LOCATION</u>	<u>1958</u>	<u>1966</u>	<u>1970</u>	<u>1990*</u>
<u>INTERSECTION OF:</u>				
N. Queen and Blount Streets	10,400	12,130	15,000	15,000
Vernon Street and Carey Road	7,300	10,450	11,500	22,000
East and King Streets	3,600	7,070	6,000	7,000
<u>OTHER LOCATIONS:</u>				
Snow Hill Road	3,000	4,000	2,200	8,000
U.S. 70 at S. Queen Street	9,700	11,640	14,900	27,000
U.S. 70 at Vernon Park Mall	6,200	10,140	11,200	22,000
King Street Bridge	5,000	6,800	7,500	12,500
Washington Ave. at Adkin Branch	1,400		3,500	7,000
North Queen Street at City Limits	3,500	6,150	5,400	5,500
Airport Road		1,860	2,300	4,800

*1990 figures are based on N. C. State Highway Commission studies as reference in NCSHC Thoroughfare Plan, Kinston, 1969.



1958	AVERAGE WEEKDAY COUNTS
1966	AVERAGE WEEKDAY COUNTS
1970	AVERAGE WEEKDAY COUNTS
1990	PROPOSED AVERAGE WEEKDAY COUNTS

1958	AVERAGE WEEKDAY COUNTS
1966	AVERAGE WEEKDAY COUNTS
1970	AVERAGE WEEKDAY COUNTS
1990	PROPOSED AVERAGE WEEKDAY COUNTS

One major factor that is not reflected in the 1970 traffic counts is the recent completion of the four-lane Vernon Avenue. Four laning of this street will undoubtedly increase traffic volume on it. It should also be noted that several traffic point stations of Kinston are at or near their 1990 projected traffic volumes. This indicates that Kinston has, or in some instances is close to having, 1990 traffic volumes on 1970 streets and highways.

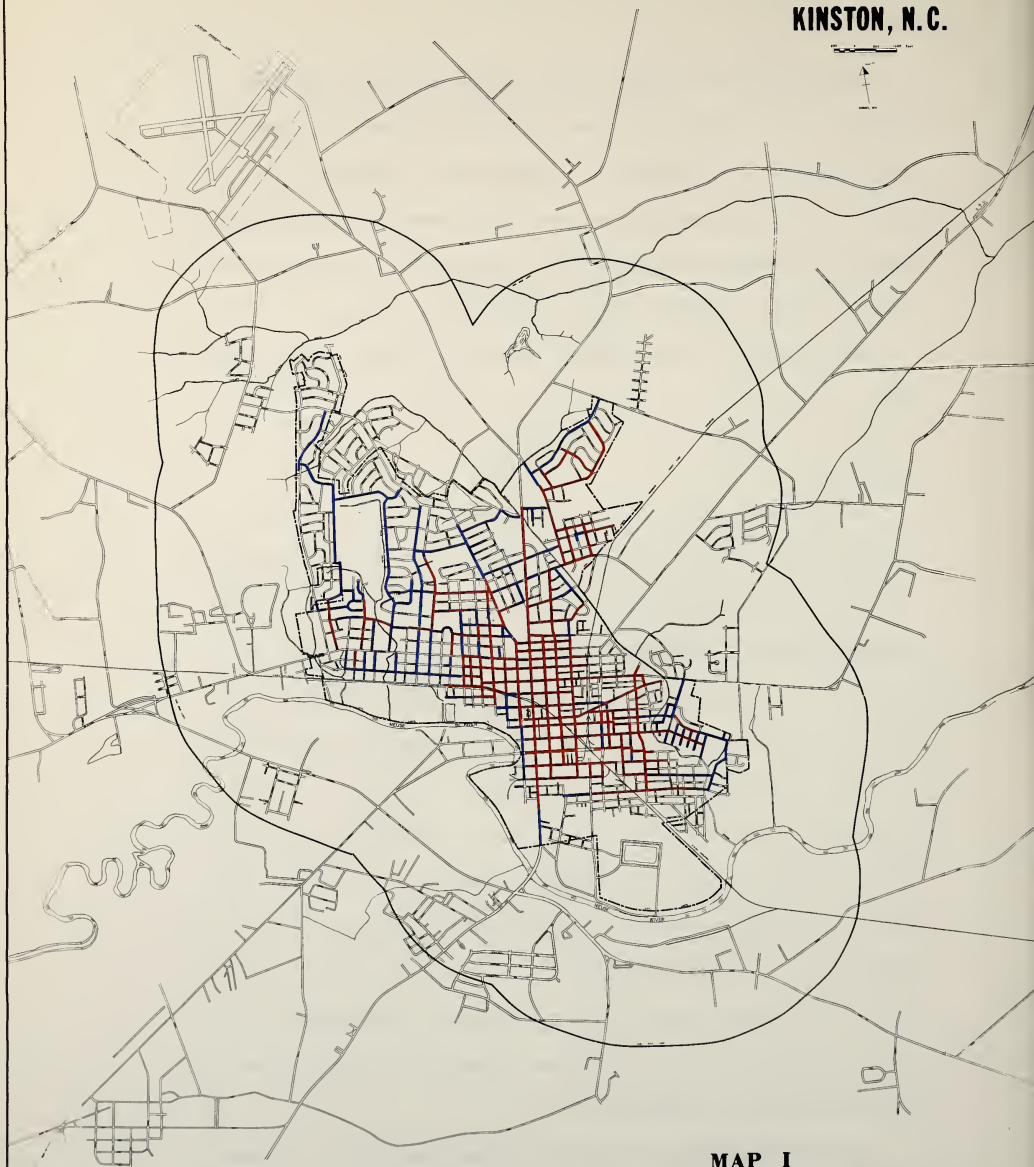
Sidewalks

As indicated by Map I, Existing Sidewalks, the majority of sidewalks are located in the central city with sidewalks adjacent to school sites and major arteries of travel such as Carey Road, Heritage Street, and Highland Avenue. Sidewalks adjacent to school sites, recreational areas and heavy density pedestrian traffic areas are necessary, not only as a convenience factor, but more important, for safety.

Areas of Kinston which do not have sidewalks are the northwestern section, and the southeastern section. The northwestern area is characterized by white, low density, new residential development. The southeast section of Kinston is characterized by non-white, low to high density, older residential development. All major streets in Kinston's CBD have sidewalks. School sites are also provided with sidewalks.

Since 1960 sidewalk installation has been to the southeast, west and northwest directions. Map I reflects existing sidewalks and sidewalk installation since 1960.

KINSTON, N.C.



MAP I
SIDEWALKS 1960-1971

- 1960 SIDEWALKS
- SIDEWALK ADDITIONS SINCE 1960

Transportation Facilities and Services

To evaluate even further transportation within Kinston the below facilities and services are reflected.

Highway Routes: U.S. 258, U.S. 70, N.C. 58, N.C. 91, N.C. 11, N.C. 55.

Rail Lines: Seaboard Coast Lines, Atlantic and East Carolina Line.

Air Lines: Piedmont, including jet service. Eleven flights in and out daily.

Truck: Twelve with 5 terminals in Kinston; 44 motor freight and common carriers.

Bus Service: Seashore Transportation Company, Carolina Trailways, Continental Trailways (27 trips daily).

Taxicab Service: Seven taxicab companies.

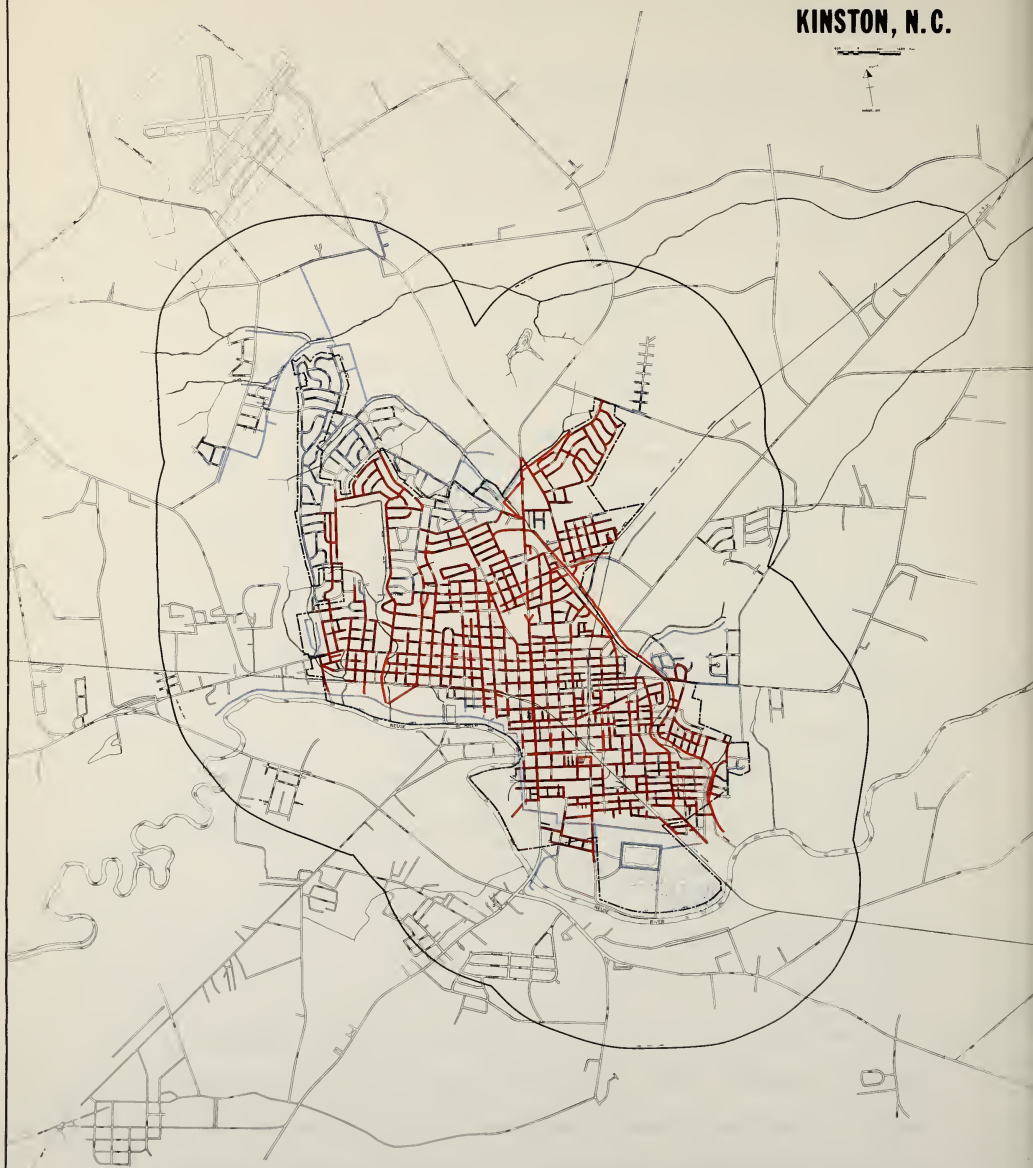
The above information from the Kinston, Lenoir Industrial Development Commission reflects an overall picture of services and facilities. It should be noted, however, that all of the above are not located within the corporate limits of Kinston. A majority of facilities and services are located within a two mile area surrounding the corporate limits of Kinston.

Water and Sewer Systems

Sewer Service

Sewer service is offered to all areas within the corporate limits of Kinston. Major directions of sewer line extensions have been in a north-west direction where the majority of residential development has occurred since 1960. A class #4 extended aeration treatment plant has been constructed to eliminate the outflow of sewage into the Neuse River. The 1960 sewage service map reflects

KINSTON, N.C.



MAP J
SEWER SYSTEM 1960-1971

— 1960 SEWER SYSTEM
— SEWER ADDITIONS SINCE 1960

sewage outfalls. This treatment plant has a designed capacity of 6.25 million gallons per day and is treating approximately 50% of its designed capacity.

Direction of newer sewer service has been along the Adkin Branch near the new hospital site and in areas east of Route Road and state road 1573 to the Parrott Academy. Also, as shown in the 1971 Sewer Map, a sewer main has been extended south of the railroad and adjacent to the Neuse River to carry sewage from outfalls to the sewage treatment plant.

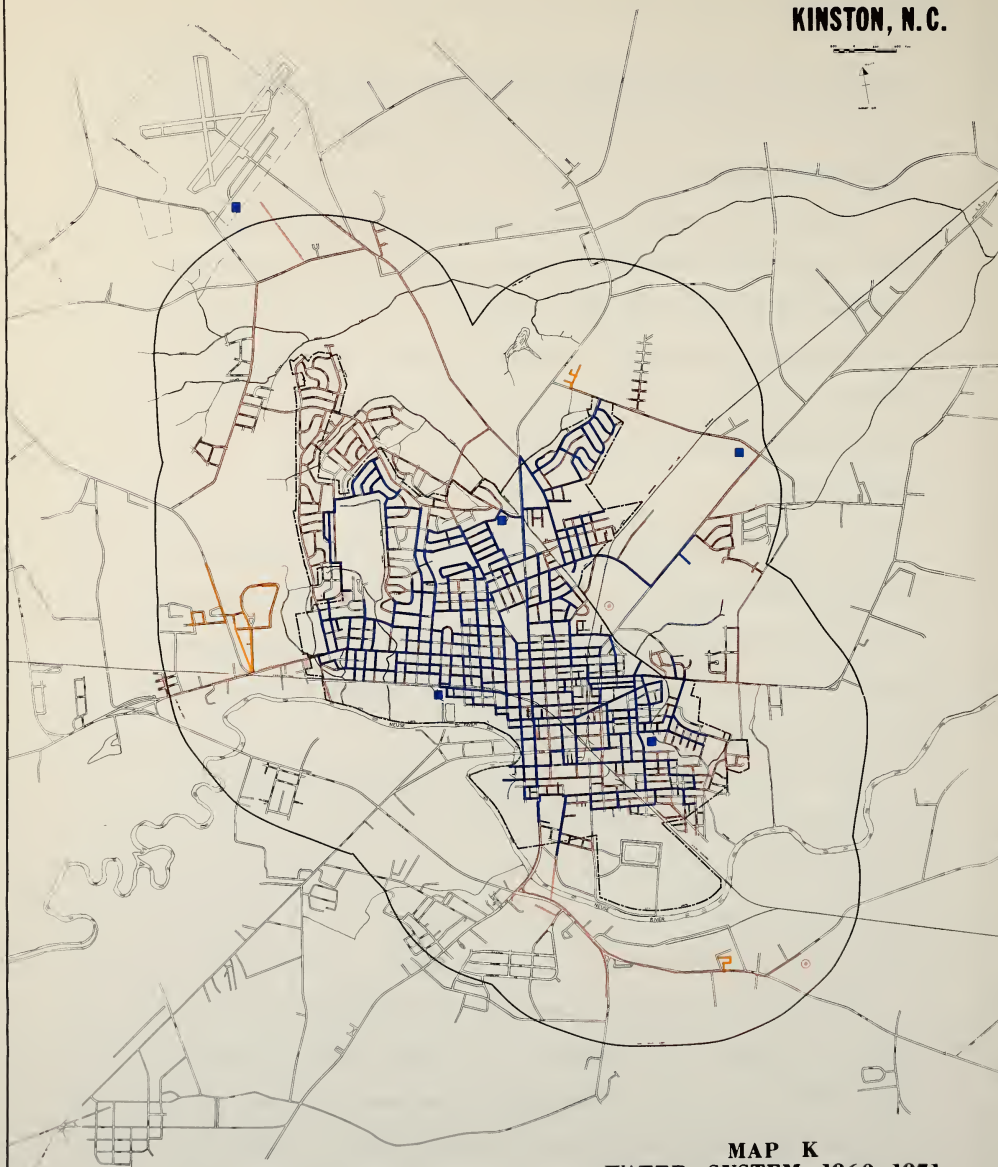
Water System

Kinston's water is supplied by 10 artesian wells which have an approximate average of 750 gallons per minute per well capacity. There are five elevated storage tanks, giving a 500,000 gallon combined storage capacity. Since 1960 three wells have been opened and two additional storage tanks erected.

Since 1960, extension of water mains have been primarily to the northwest and south. Water line extension to the south has been to provide water service to the older, blighted areas of Kinston. Also 6" and 16" mains have been extended south across the Neuse River to serve areas on the U.S. 70 bypass to the east.

Water service extended to the north and northwest areas of Kinston serve most of the residential development that has occurred since 1960. Specifically, these areas are adjacent to Rouse Road and Carey Road. Water main extension further north to the airport has been primarily for the purpose of serving a manufacturing area, residential area, and a hospital. This extension of the water

KINSTON, N.C.



MAP K
WATER SYSTEM 1960-1971

- 1960 WATER SYSTEM
- WATER ADDITIONS SINCE 1960
- PRIVATE SYSTEMS

mains has been adjacent to the Airport Road. Adjacent to N.C. 11, northeast, a 10" main has been extended for service to manufacturing, residential, and service areas. Water utilities map 1960-1971 reflects areas of water extension.

Most areas of the one mile fringe of Kinston and particularly in the southwest area of the one-mile fringe area of Kinston, are not in a proximity of receiving water services from the city system at this time. Private, individual wells are predominate along U.S. 258 south and N.C. 11-55 south of Kinston. These areas have the largest percentage of population of any area within the one-mile fringe area of Kinston.

The 1965 Kinston Ground Water Resources report by the Department of Water Resources, State of North Carolina, reflected that the seven wells in 1965 had a combined capacity of 4,774 gpm. Since then, three wells have been added to increase the combined capacity to approximately 7,500 gpm. In addition to the Kinston city wells, there are several other large production wells in the area. E. I. DuPont Company in northeast Lenoir County has approximately six wells with a total capacity of 6,000 gpm. Other commercial and industrial wells range from 100-500 gpm capacities.

The national average for water consumption is generally given as 140 gallons per capital per day. However, a large city with a substantial manufacturing base may consume an average of 235 gallons per capita per day. The national average is expected to rise from 140 gpcpd to 170 gpcpd by 1976.* By using the 140

*SOURCE: International City Managers Association.

gallon per capita per day figure set forth by the International City Managers Association and by using present and projected population, the present and future water source status can be evaluated. By multiplying Kinston's population of 22,309 by the average per capita per day consumption of 140, total average per day consumption would be approximately 3.12 million gallons per day. Present average capacity for Kinston's wells is 7,500 gallons per minute as reflected with an average capacity of 4,500 gallons per minute suggested by ICMA. Currently, Kinston's average gallon per minute consumption is approximately 2,400 gallons per minute. The National Board of Fire Underwriters recommends the following capacities for water flow.

REQUIRED FIRE FLOW

<u>Population</u>	<u>GPM</u>	<u>MGD</u>	<u>Duration</u>
22,000	4,500	6.48	10 hrs.
27,000	5,000	7.20	10 hrs.
33,000	5,500	7.92	10 hrs.
40,000	6,000	8.64	10 hrs.

Kinston's water system would meet the above requirements and should continue to adhere to the above for the next twenty years.

TRADE

This classification includes land which is primarily used for the purposes of wholesale and retail trade. The 1971 Land Use Survey reflected an increase in trade of 62.6 acres; total acreage for 1971 is approximately 201.2 acres or 6.5 percent of the total developed land in Kinston. Much of this increase has been along major highways and major highway access. The Vernon Park Mall and the Kinston Plaza have been the main single areas which account for the gain. Increased highway trade on Vernon Avenue from North Queen Street west, has accounted for much of the remainder of the increase.

The largest concentration of trade is in the Central Business District of Kinston. Since 1960, there has been little additional land added to this district, although some merchants have been revitalizing their facilities. This has been mainly in the area of improvements of the outside appearances of facilities. However, more needs to be done to prevent possible deterioration of the Central Business District. Presently, trade and service facilities on Queen Street are like many other CBD's of other cities, buildings in one long row fronting on the main street in the Central Business District. To prevent present and future shopping centers in and around the Kinston area from gradually drawing trade from the CBD, action must be taken to continuously compete in all areas of attraction. Several important items which would improve the CBD and add to its attraction of trade are mini parks,

mini malls, street benches, modern lighting techniques for streets and stores, plants and trees on sidewalks, uniform sign advertising, additional parking space, and pleasant, attractive pedestrian walkways from parking lots to the Central Business District. Unique advertising campaigns, merchant relations campaigns and consumer and merchant opinion surveys are not to be overlooked as means and methods of improving the CBD.

Approximately 18% of the CBD is used for services which is an increase of approximately 8% over the 1960 percentage.* Many uses such as banking and self service uses are classified as services but were previously classified as trade uses.

Within the one mile planning area of Kinston, there are approximately 126.3 acres (3 percent) of the developed land classified as trade. The largest or most concentrated areas are adjacent to N.C. 11-55 south of Kinston. These areas are characterized with mixed land uses such as residential, service, trade and manufacturing. Also in this area, substandard dwelling units and irregular lot sizes are a distinct characteristic.

Currently, the Chamber of Commerce and the Kinston Downtown Merchants Association are the only organized trade associations. As Kinston grows into a much larger city, the need for a very active trade association will be necessary to not only develop a well rounded trade center but to increase trade by making facilities

*Previously many uses in the Central Business District were classified as trade, however, under the Standard Land Use Coding System approximately 18 percent of the CBD is classified as services. Banking, and self-service facilities are classified as services under the Standard Land Use Coding System.

attractive and desirable for customers to shop in. Membership in this organization would not be limited to a specific locality, i.e., downtown Kinston, but would open to all merchants within the Kinston Planning Area.

Also classified as "trade" land use are junk yards. Within the corporate limits, junk yards have not occupied large amounts of land as compared to the one-mile area of Kinston. Within the one-mile planning area of Kinston, there are three areas of junk yards. These are located along U.S. 70 bypass, adjacent to N.C. 11-55 just across the King Street bridge going southwest and along N.C. 11-55 south of its intersection with U.S. 70 bypass. These areas are not only an eyesore to those who live and travel in these areas but are health hazards. The junk yards located across the King Street bridge going west are in areas subject to flooding and high water. Taking their location into consideration, junk automobiles would collect water and become havens to insects and rodents. Currently, junk automobiles and junk yards are regulated inside the corporate limits by the use of the zoning ordinance and a junk car ordinance. However, regulation of this land use in the one-mile area is extremely important and necessary due to the large concentration and high density of this use in the southern section of the planning area. To regulate junk yards, it might be necessary to require operators to have their junk yards inspected on a regular basis to determine if insects and rodents are harboring in these areas. Also, due to the eyesore effect junk yards create, it may be necessary to establish minimum junk yard setback lines

from the property line. This requirement would be in conjunction with the use of buffers such as trees to eliminate the eyesore and ugly appearance. Also, it may be necessary to regulate location of junk cars and yards and phase out existing uses in specific areas on a time frame basis. This land use along with all other land uses will be considered in the 1972 zoning study for Kinston and the planning area. By the use of a 1971 aerial photograph of Kinston and the one mile planning area, there are approximately 2500 junk vehicles located in the areas previously mentioned as being largest concentrations of junk yards and junk automobiles.

SERVICES

In 1960, services accounted for 60.9 acres or 2.6 percent of the total developed land in Kinston. In 1971, service land use totaled 283.6 acres or 7.8 percent of the total developed land. This large increase is mainly due to the reclassification of much land that was formally classified as trade. Under the present classification* such uses as banking services, self-service laundries, schools and cemeteries are included. In comparison with the 1960 land use survey; there is a gain of 222.7 acres of land in this classification but it must be remembered that much of this increase is due to the use of the present classification system.*

One major category under this land use classification that is worthwhile noting is cemeteries. Cemeteries occupy approximately 50 acres of land within the Kinston Planning Area. The city's operation of these cemeteries has not resulted in a profit or even a breakdown operation. Currently, cemeteries are operated on a seven day a week basis with no restrictions as to who can be buried in the city operated cemeteries. By operating the cemeteries on a seven day a week basis, some city employees must work on weekends, therefore, must be paid on a time and a half basis. Possibly with a five day a week (Monday through Friday) operation, the weekend labor expense would not be incurred and be a savings to the taxpayers of Kinston. If this change in the number of days of

*Standard Land Use Coding Manual, 1969, U.S. Department of Transportation; Federal Highway Administration; Bureau of Public Roads.

operation did not result in the cemeteries operating on a break-even basis, the town officials should raise burial plot fees and/or restrict services to only those within the Planning Area of Kinston.

During this time of increased emphasis on an efficient city government with a minimum amount of cost, Kinston should look very hard at services which year after year show losses in the cost of operation.

Schools

At the beginning of the 1971-72 school year, the Kinston City Schools had an enrollment of 5,120 as compared with the 1970-71 enrollment of 5,370, a decrease of 290. With the recent Supreme Court decision in favor of school bussing to achieve intergration, the neighborhood school concept no longer exists. A result of this decision has been an increase in private school enrollment and the expansion of private school facilities. Also, due to this decision, the City of Kinston must pay the additional expenses for the operation and maintenance of a transportation system to reflect a race balance in each school.

The following table on schools operated by Kinston reflect membership,* staff and site data. Also reflected are private schools which are not operated by the City but must be considered in the total school picture. There is a total of 78.1 acres of

*Membership is defined as being the average number of students in school during a school year.

TABLE 13
KINSTON CITY SCHOOLS

SCHOOL	GRADES	PROFESSIONAL STAFF	1970 MEMBERSHIP	SITE ACREAGE
Adkin	8	27	477	4.09
Kinston	9-10	46	910	14.1
Bynum	1-6	19	392	10.0
Kinston	11-12	40	831	7.3
Harvey	8	27	488	3.2
Sampson	1-6	30	653	3.6
Lewis	1-6	22	451	2.2
Northwest	1-6	25	592	10.0
Southeast	1-6	16	353	10.5
Teachers' Memorial	1-6	22	538	12.3
Total :		274	5685	78.10

OTHER EDUCATIONAL FACILITIES

	<u>STAFF</u>	<u>1970 MEMBERSHIP</u>	<u>SITE SIZE</u>
A. Parrott Academy	32	550	71.0 a.
Christ The King School	11	225	8.0 a.
Grace Christian School	11	285	5.0 a.
Hardbarger Business College	1	8	2.0 a.
Lenoir Community College	<u>60</u>	<u>1400</u>	<u>58.0 a.</u>
TOTALS	104	2468	144
GRAND TOTALS	378	8153	221.1 a.

school land operated by Kinston. In addition, there is approximately 144 acres of land used for private schools. Parrott Academy and Lenoir Community College, both of which are not under city control, are located within the one mile fringe area of Kinston.

Since 1960, the actual total acreage for schools has increased from 50 acres to 78.1 acres. This increase is reflected at Kinston (9-10), 14.1 acres, and at Southeast, 10.5 acres.

RECOMMENDED
KINSTON SCHOOL ACREAGE

	<u>SITE RECOMMENDED</u>
Adkin	15
Kinston (9-10)	15
Bynum	10
Kinston	15
Harvey	15
Sampson	10
Lewis	10
Northwest	10
Southeast	10
Teachers'	<u>10</u>
Recommended Total	120

CULTURAL, ENTERTAINMENT AND RECREATION

The evaluation of cultural, entertainment and recreation land uses in Kinston involves the evaluation of the total of these uses instead of separate evaluations. The reason for this total evaluation is that cultural, entertainment and recreation are interrelated and it is sometimes hard to differ between these uses. For example, a baseball game is entertainment for many people and on the other hand, it is recreation for those who play the game.

To evaluate this category of land use, it will be necessary to reflect what Kinston has, then compare with standards to see what is needed. The following are the existing land uses as reflected in the 1971 land use survey.

	<u>Acreage</u>	<u>Operation</u>
<u>Neighborhood Areas</u>		
1. Fairfield Park	10	Year Round
2. Holloway Park	15	Year Round
3. Emma Webb Park	6	Year Round
4. Lovet Hines Park	4	Year Round
5. Teachers' Memorial Elementary School	12	Summer & part-time
6. Adkin Park	5	Summer & part-time
<u>Community Playfield</u>		
7. South Park	24	(Undeveloped - year round proposed)

Other Neighborhood Areas

8.	Mitchell Wooten Courts	1.0	Year Round
9.	Lewis Elementary School	2.0	Summer & part-time
10.	Carver Courts	1.0	Year Round
11.	Northwest Elementary School	6.0	Part-time
12.	Harvey Elementary	2.8	Part-time
13.	Adkin Junior High School	7.0	Part-time
14.	Adkin Senior High School	18.0	After School
15.	High School Stadium	5.0	Special Events
16.	J. H. Sampson Elementary School	2.0	
17.	Simon Bright Apartments	<u>1.0</u>	Year Round
	TOTAL	118.8	

Of the total above, approximately 50 acres are school grounds. To reflect an overall picture of land use in this classification, private and commercial facilities must be pointed out. The following are a few of the commercial and private areas and activities.

1.	Neuse River	Fishing, boating
2.	Movie Theaters	Movie Entertainment
3.	Outdoor Movie Theaters	Movie Entertainment
4.	Baseball Park	Professional Baseball
5.	Golf and Country Club	Golf, Tennis, Swimming
6.	Airport	General Aviation & Private Flying
7.	Bowling Alley	Bowling
8.	Auto Drag Strip	Drag Racing
9.	Skeet Shooting Range	Skeet Shooting

- | | |
|------------------------------|--------------------------|
| 10. Private and Public Clubs | Dancing, Entertainment |
| 11. Pool Parlors | Pool Shooting |
| 12. Libraries | Educational and Cultural |

The above listing of twelve areas are not under a specific recreational program but they must be considered as part of the total picture. Even though most cities do have some, or all, or even more than the above activities, it is necessary to compare the organized city facilities and land uses basically because the city has a lesser degree of control over the private segment than in the public segment. The following are listings of standards which are recommended by the National Recreation and Park Association.

Play Lots - A small area intended for children up to 6 or 7 years of age. It is essentially a substitute for the backyard and normally provided only in high-density areas such as apartments or tenement districts. They range in size from 2,500 square feet up to one acre and usually feature play apparatus, a paved area for wheeled toys, benches, sand areas, a small wading or spray pool and landscape treatment. Play lots should be located within a block or near the center of a housing development. Children should not be required to cross a major arterial street to reach the play lot.

Vest Pocket or Mini-Parks - Usually a vacant lot converted to recreational use. Vest pocket parks may serve children only, senior citizens only, or all age groups depending on

the needs in the neighborhood. The size and location is determined more by the availability of vacant land.

Neighborhood Parks - The neighborhood parks should, where possible and practical, adjoin the public elementary schools, which usually serve a square mile or urban area and a total population ranging from 2,000 to 10,000. It is desirable to locate the areas for active recreation such as baseball diamonds and play areas toward the interior of the site so that the perimeter can be landscaped to buffer the sound. Night lighting of this facility should be taken into consideration due to extending the facilities use. Recommended standard for neighborhood parks is 2.5 acres per 1000 population with a minimum size of 5 acres.

District Parks - The district parks supplement neighborhood parks in providing the near-at-hand recreation facilities needed by an urban population. These larger sites should, if possible, adjoin the public junior or senior high school. They encompass the activities formerly included in the playfield, designed to attract and serve the entire population of the neighborhood. Parks of this type are best located on or near thoroughfares, easily accessible and distributed so they are within about one to three miles of each home. The recommended standard for district parks is 2.5 acres per 1000 population, with a minimum size of 20 acres.

TABLE 14
RECREATION STANDARDS

CLASSIFICATION	SIZE	POPULATION SERVED	PRESENT	PRESENT NEEDS
Play Lots	2500 sq.ft.-1 acre	500-2500	5 play lots	4 additional
Vest Pocket Parks	2500 sq.ft.-1 acre	500-2500	None	10
Neighborhood Parks	5-20 acres	2,000-10,000	8 parks	--
District Parks	20-100 acres	10,000-50,000	2 proposed	2
<u>Special Facilities</u>				
Baseball Diamond	regulation	1 per 6000	5 combination baseball-softball	6 additional baseball-softball
Softball Diamond	regulation	1 per 3000		
Tennis Courts	regulation	1 per 2000	9 courts	3 additional
Swimming Pools	25 yard	1 per 10,000	2 pools	--
Neighborhood Centers		1 per 10,000	3 centers	--
Community Centers		1 per 25,000	None	1
Outdoor Theaters		1 per 20,000	None	1
Golf Courses	18 hole	1 per 25,000	1 course	--

The above standards are reflected for the purpose of comparison between standards and what Kinston currently has. The total recreational, entertainment and cultural areas total 179 acres. This figure includes recreational use of school sites and facilities.

The City of Kinston does have a year round recreational and cultural program and should be commended on its progress. An agreement between the School Board and the Recreation Commission has made possible the use of school facilities and sites to increase the scope and participation in the recreation program. The Kinston Arts Council, under the sponsorship of the Recreation Commission, has done considerable work in the art and music field. Possibly more coordination between the Council and Lenoir Community College would give Kinston a broader cultural program and eliminate duplicated programs.

As the population of Kinston increases in the next twenty years, more and more emphasis will have to be placed on more local recreation, entertainment and cultural programs and facilities. Mini parks have not been a trend in Kinston as of this date. This could be due to the fact that subdividers have not been required to allocate recreational land in new subdivisions and developments. Presently, there is no one place or facility which would accommodate the majority of Kinston's population such as an amphitheater or a cultural or civic center.

Other factors which should be pointed out for identification is that the majority of Kinston's facilities are available to all residents at no cost or very little cost. However, facilities such as a golf course and swimming pools will not attract the entire

community due to the fact that participation or use of these facilities does involve personal finances. Therefore, those who do not have the money will not use the facilities.

The following table reflects recreational land per 100 population in 1960 as compared with 1971 recreational land. Also projections for future recreational lands are made based upon projected population increases.

TABLE 15
KINSTON RECREATIONAL LAND USE

	POPULATION	TOTAL ACRES	ACRES PER 100 POPULATION	INCREASE PER 100 POPULATION
1960	24,819	47	.2 acres	
1970	22,309	51	.22 acres	+.03 acres
1980	28,778*	139*	.5	+.28 acres

*Projection of recreational land uses based on projected population increases.

The above table does not take into account planned parks totaling 51 additional acres which would greatly reduce the amount of recreational land needed in Kinston. The additional 51 acres added to the existing 51 acres would satisfy a population of 20,400 if the .5 acres per 100 population standard were used.

Total recreation land for 1971 accounts for 51 acres of the total developed land in Kinston. This figure only includes city sponsored and operated areas and does not take into consideration the many private and commercial areas and facilities available to the citizens of Kinston. In an overall view, Kinston possibly

does meet the .5 acre per 100 population standard when every possibility is considered.

Since 1960 there has been an increase of 50.6 acres of land in this classification. The 1970 land acres in this classification totaled 164.5 acres or 5.3 percent of total developed land in Kinston.

Within the one mile planning area of Kinston, 23.5 acres were identified as cultural, entertainment, and recreation. This area would include the outdoor drive-in theater on N.C. 55-11 northeast, the Neuse Gunboat park, and a bowling alley on U.S. 70 bypass. The bowling alley is presently vacant and hopefully this facility will be in operation in the near future.

As has been previously noted, this category of land use has increased since 1960. Recreation facilities in Kinston are good, as noted in the 1960 Land Development Plan, and intensity of use of recreational facilities is very high. The major facilities needed are a social/cultural/civic center, mini parks in the residential, and possibly Central Business District areas. The two proposed district parks previously mentioned will greatly relieve the intensity of use of parks and playgrounds in the corporate limits of Kinston. Since Kinston is the "hub" of Lenoir County and since Kinston is the center of recreation, entertainment and cultural for the county, the city taxpayers must bear the burden of the cost of operation even though there are very few, if any, limits as to who may utilize the Kinston facilities. More coordination and cooperation between the County and City is a must for future

developments of Kinston and Lenoir County. A county recreation program is necessary to relieve some intensity of use of present city facilities or the City of Kinston may eventually be put into a position of providing recreation for the entire county.

RESOURCE PRODUCTION AND EXTRACTION
UNDEVELOPED LAND AND WATER AREAS

As noted in the introduction of this section, resource production was not identified in the 1960 land use survey. However, the majority of this classification, cultivated farm lands, should be pointed out. These areas not only reflect that the land is not lying idle but is in use. Within the City of Kinston, only two areas were identified totaling 22.0 acres of land. These areas are in the north central sections of Kinston. Specifically, these areas are north and adjacent to Cavalier Circle and east of Queens Road and between Queens Road and North Queen Street.

Within the one mile area of Kinston, land in the resource production and extraction classification increased to 3,338.9 acres or 72 percent of total developed land in the one-mile area. The majority of this classification is located in the northern and northeast and northwest areas of the one mile area. This land is characterized by a higher elevation than in the southern area and a better drained area of land. The Briery Run Creek and the Adkin Branch Creek are the primary drainage basins for these areas.

Undeveloped land has decreased in Kinston by 142.4 acres or -14 percent within the city limits. Much of this decrease has been due to increased residential development in the northwest area of Kinston. In 1970, there were 854 acres within the city limits in this classification. A majority of this 1970 classification exists north of Jackson Lane, south of Atlantic Avenue and

the area surrounding the sewage treatment plant in the southernmost section of Kinston. Within the one-mile area of Kinston, most of the land is used for cultivated farms. Undeveloped lands in the one-mile area only account for 4,743.1 acres of land. As reflected in the 1971 land use map, major undeveloped land is located in the southern areas of the one-mile territory. The southeastern area is characterized by low lands subject to flooding.

SUMMARY

Since 1960 major development in Kinston has occurred in a northwest direction and in a piece-meal fashion towards the east and west. Development since 1960 has mainly been residential development with transportation and service development expanding within existing areas. It was projected in the 1960 Land Development Plan that population growth should reach approximately 28,000 persons by 1970. This did not occur, however, land expansion has still occurred in Kinston. All classifications of land use have increased with the exception of undeveloped land and water areas; this land use classification has decreased approximately 15 percent.

In 1960 residential land accounted for 55 percent of the developed land. In 1971 residential land accounted for 51 percent of the developed land in Kinston. This decline is a decline in percentage only and it must be noted that there was a 1971 total acreage increase of 332.6 acres. In 1960, residential land use accounted for 5.08 acres per 100 population. A projection made then was for residential land to increase based on a projected population of 28,000. Residential land has increased and there are probably two main reasons. The first reason is that lot sizes in the new areas of residential development are much larger than in any other areas of Kinston. Secondly, residential land use growth has been in the form of single-family dwelling units as opposed to growth in two or more dwelling unit developments.

Also, since 1960 Kinston has established a policy of larger right-of-way widths in all areas of development. This policy was recommended in the 1960 development plan and has been a major item of concern in approval of residential and other developments so that conformity with the Kinston thoroughfare plan can be made. Close coordination with the North Carolina Highway Commission has been established to insure adequate planning of Kinston's thoroughfare plan.

With its close proximity to the Neuse River, actions for flood control have been a concern. It was recommended in 1960 that a flood control levee be constructed along the southernmost edge of the corporate limits to prevent flooding of the south areas of Kinston. This levee has been partially constructed and has been a major flood prevention factor. The levee covers an area adjacent to the Neuse River from the King Street Bridge south along the Neuse River to approximately the mouth of Adkin Creek. Installment of pumps will protect low income housing areas, sanitary landfill and sewage treatment plant facilities. Flood plain zoning, which was also recommended in 1960, has not been enacted in Kinston. The Corps of Engineers is currently studying flood levels along the Neuse River and its tributaries. Studies will also be made for the purpose of flood plain zoning for implementation via the Kinston zoning ordinance.

Again, as mentioned in the 1960 land development plan, recreational facilities in Kinston are some of the best in Eastern North Carolina; however, intensity of use is still very high. Recreational facilities and programs are expensive and are a major

concern of all residents who live in Kinston. Thus far, very little action has been taken by Kinston city officials to require developers of residential areas to reserve or dedicate land and/or facilities for recreational uses. Mini parks have not been a trend in Kinston; however, these parks would be of utmost value to those who would use them. Schools are well located in Kinston and with an agreement between the School Board and the Recreation Commission, school sites have been made more of a value to surrounding residents of schools. Many school sites are utilized year round for recreational programs.

In 1960, a cultural and convention center was recommended for development. This center has not come to be a reality as of this date. After an evaluation of recreational, cultural and entertainment facilities, it is reflected that there is no one facility where civic meetings, cultural activities or major entertainment could be held. Evaluation and discussion of this facility will be reflected in Section II of this report.

An industrial park was recommended in 1960, for the area outside the city limits between N. C. 55-11, northeast, and the Seaboard Coast Line Railroad. This area is approximately 31 acres, and has been identified as an industrial site by the Division of Commerce and Industry. Other manufacturing and trade and transportation uses have located and expanded in this area. Also, further northeast at the approximate location of N.C. 55-11 and Cunningham Road, a 129 acre site has been identified for industrial development. This area is similar to the area previously recommended in 1960; however, this site is not directly adjacent to

N.C. 55-11 but adjacent to Cunningham Road and the Seaboard Coast Line Railroad.

The Land Development Plan of 1960 also recommended adoption of Subdivision Regulations. This has been accomplished. However, as land development plans require updating, subdivision regulations need periodic review to determine effectiveness and possible change for implementing new local and national standards and concepts.

Since 1960 the office of the Building Inspector has been transferred from the Fire Department to a separate office under the administration control of the City Manager. Kinston has its own housing code; however, the North Carolina Model Housing Code and the North Carolina Uniform Residential Building Code need to be adopted to remain within the scope of the North Carolina Building Code.

Stallings Field Airport is a major transportation facility which needs noting. Currently, this airport is not zoned. To increase prospects for this airport to expand and become the major airport in Eastern North Carolina, it will be necessary to zone this airport and areas immediately surrounding the airport. If the airport is not zoned either, the county or City of Kinston will have to pay the increased cost involved in acquiring rights-of-way and air corridors. An airport zoning ordinance would greatly help reduce this cost.

Currently, the Public Works Department and equipment are located on South Heritage Street. The Water and Sewer Plant operation offices are located on Manning Street next to the Power

Plant. Ideally, all public works offices and equipment should be located in one location. The Public Works Garage is less than adequate to adequate in serving the city's needs. The present site does not allow much space for future expansion due to its location adjacent to a tobacco processing plant. The area surrounding the Kinston power plant, and also the location of the Water and Sewer Plant Operations, does allow much space for expansion and could accommodate enough space for the Kinston Public Works Department and garage. At the present, the Public Works Garage does not allow enough space for storage of city vehicles especially when Recreational Department vehicles are maintained and kept overnight.

As Kinston increases in population and expands its corporate limits in the future, the town fathers and administration will need a means of determining the effectiveness of the municipal services and municipal department operations. Presently, like many cities, Kinston does not have this means. A Municipal Information and Relations Center would serve as a means of checking and monitoring effectiveness of municipal operations. The Municipal Information and Relations Center would be set up to receive complaints and inquiries from residents of Kinston and would also serve as a focal point for information about what all civic and fraternal organizations are working on, involved in and planning for. When operational, any resident of Kinston could call the Municipal Information and Relations Center to voice a complaint, suggest improvements and request improvements in specific areas. Complaints and suggestions would be forwarded to departments and to the City

Manager for consideration and action. By receiving courtesy copies of agendas and minutes of civic, fraternal and other organized groups meetings, the City Manager and Town Board could further review and evaluate what these subject organizations are concerned with and involved in. This could lead to better understanding, cooperation and citizen involvement and participation concerning municipal policies and government.

In all overall evaluation and summary the following listing of subject areas are of major concern.

1. Updating of the Zoning Ordinance
2. Updating of the Subdivision Regulations
3. Zoning of the Stallings Field Airport
4. Increase in Recreational Facilities (i.e., mini parks)
5. Cemetery Operations on a Break-even Basis
6. New Public Works Garage on a New Site
7. Establishment of Municipal Information and Relations Center
8. Architectural and Landscape Improvements in the CBD and Major Trade Areas
9. Adoption and Enforcement of the North Carolina League of Municipalities' Model Housing Code and the North Carolina Uniform Residential Building Code
10. Establishment of a Cultural-Civic Center

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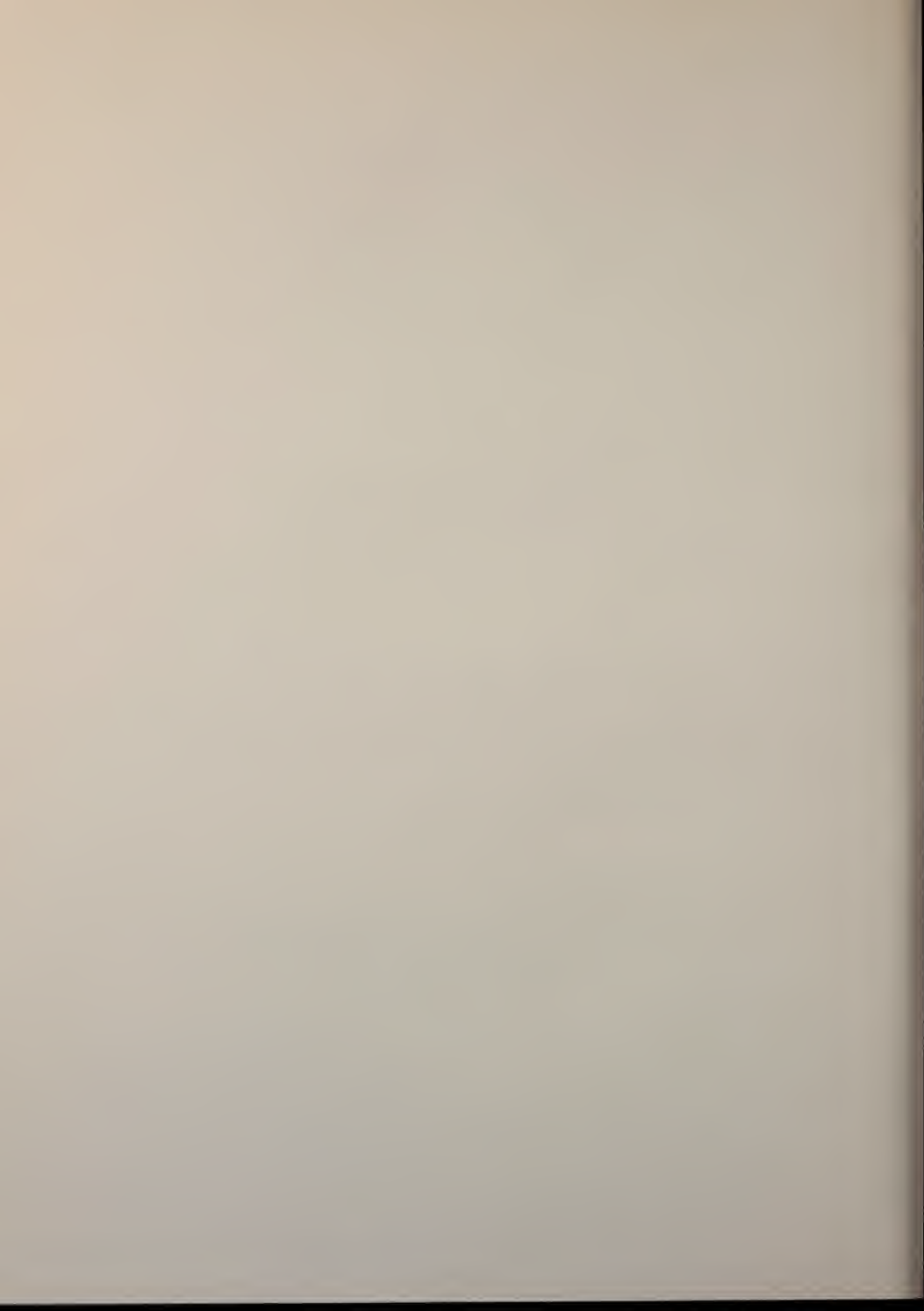
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SECTION II

THE LAND DEVELOPMENT PLAN UPDATE



USE OF THE DEVELOPMENT PLAN

The Land Development Plan will allow the City Council, administration and department heads to make decisions on specific development matters which come up routinely on the basis of a clearly stated unified set of general, long range recommendations. Short-range decisions can be weighed against a clear picture of what has been determined as the most desirable course for future development of Kinston. Zoning cases, special use permits, variances, subdivision plats, street closings, site acquisition and etc. should be considered with regards to the way they will relate to the objectives of the Land Development Plan.

Some of the general objectives of the development plan are presented as follows.

1. To insure that the physical growth of the Planning Area is orderly and that the relationships of different types of land use are compatible.
2. To provide safe, healthy and pleasant residential environments for family living and fulfilling personal development.
3. To provide a variety of residential areas for families with different needs, incomes and preferences.
4. To insure the kind of residential development which will interest new families in living in the Kinston area.
5. To establish trade areas which will serve the needs of persons and business in the community and which will take advantage of the local potential for recreation, services, manufacturing and a share of regional trade.
6. To provide a variety of manufacturing sites to increase the opportunity of attracting new plants to the Kinston Planning Area.

7. To insure that future community facilities are adequate and properly located in conformance with overall development objectives and with the most efficient use of capital funds.

8. To provide a system of thoroughfares which allows efficient circulation of traffic within and through the planning area on streets and highways properly designed for the function which they are intended to perform.

LAND REQUIREMENTS FOR 1990

The future land requirements for Kinston have been made based on projected population increases, past development trends and past direction of expansion and growth of Kinston. The land use classifications of Resource Production and Extraction and of Undeveloped Land and Water Areas will reflect no additional land needed in the future. These two land use classifications should have a steady decline as development occurs in and near Kinston. With the exception of the Neuse River which falls in the category of Undeveloped Land and Water Areas, suitable land will be developed.

The following table shows that approximately 2,548 additional acres of land will be needed for urban development by 1990. This represents an increase of approximately 59% during the twenty-year period. The land needed to accommodate the 1990 land requirements is delineated on the Land Development Plan Map of 1971. The various land use proposals are discussed in the following pages. The actual breakdown of land use requirements is shown in the table below.

PROJECTED 1990 LAND USE REQUIREMENTS
KINSTON PLANNING AREA

Land Use Type	Present Acreage*	Estimated Additional Acres Needed By 1990**	Total Estimated 1990 Acres
Residential	2172.1	1293.9	3466.0
Manufacturing (Light)	79.3	50.0	129.3
Manufacturing	77.8	47.1	124.9
Transportation, Communication & Utilities	874.0	545.0	1419.0
Trade	327.2	188.8	516.0
Services	550.3	309.7	860.0
Cultural, Entertainment & Recreation	187.0	114.0	301.0
Total Developed Land	4267.7	+2548.5	6816.2

*Source: Division of Community Planning Land Use
Survey of 1971

**These estimates were developed from existing land use data, acres per 100 population and assumed population density. As suggested in the Land Use Survey and Analysis Section, a 1990 planning area population of 43,138 was used to provide safety factors in the amount of land required for 1990.

In addition to the 1990 Land Use Requirements Table, development and growth, the Land Development Plan incorporates the following generalized assumptions.

---That the City of Kinston will continue to expand at the same pace as in the past in terms of annexation--that is, future annexation will include no unusually large populous tracts of land.

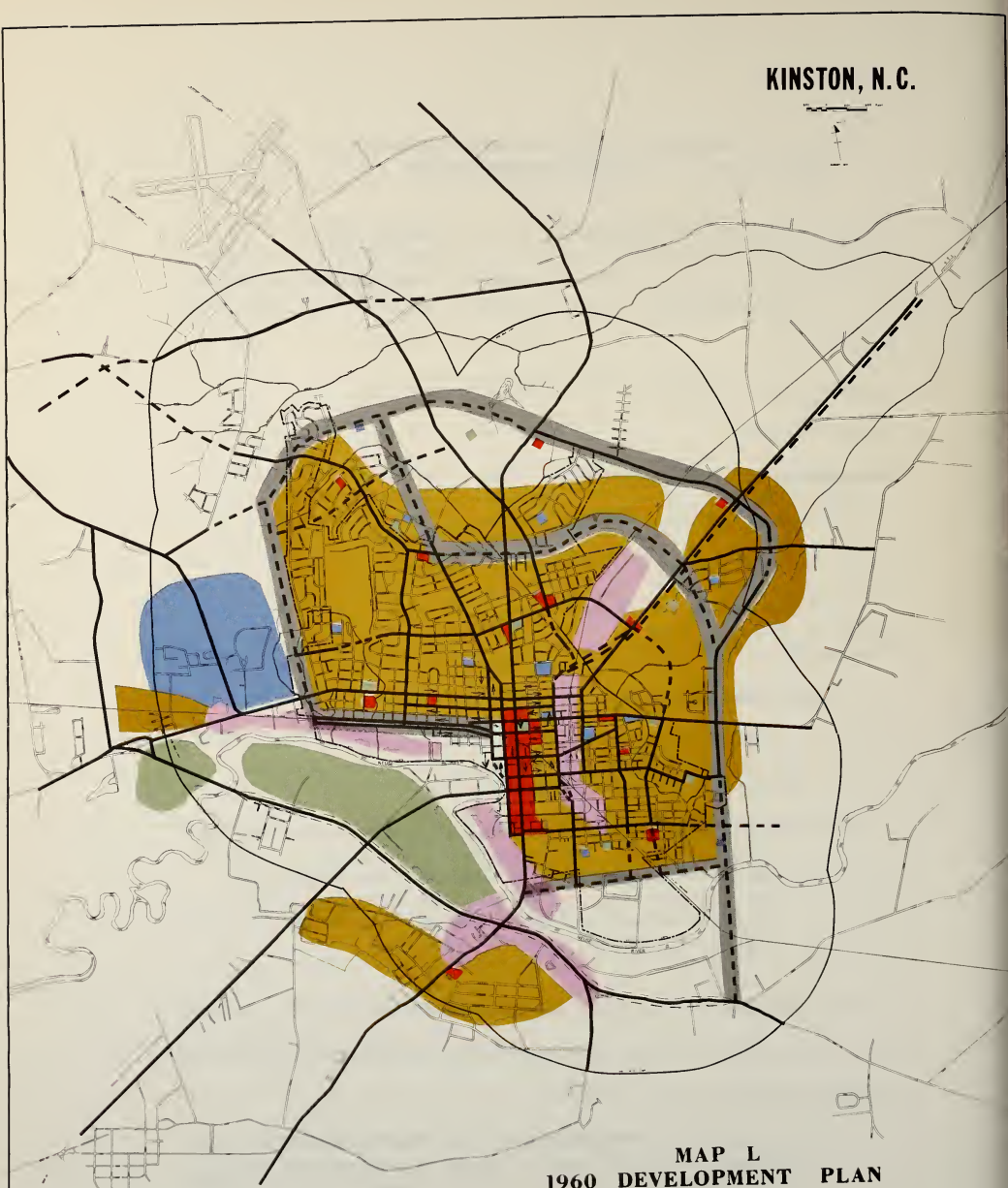
KINSTON, N.C.

1960 THOROUGHFARE PLAN

- EXISTING STREETS
- - - PROPOSED STREETS
- ONE-WAY STREETS
- ▬ PARKWAYS

MAP L 1960 DEVELOPMENT PLAN

- RESIDENTIAL
- TRADE
- SERVICES
- MANUFACTURING
- PARKS, CULTURAL, RECREATION and ENTERTAINMENT



KINSTON, N.C.



MAP M
1971 DEVELOPMENT PLAN

1971 THOROUGHFARE PLAN

	MAJOR	MINOR
EXISTING		
PROPOSED		
LONG RANGE		

- RESIDENTIAL
- TRADE
- SERVICE
- MANUFACTURING
- TRANSPORTATION, COMMUNICATIONS, & UTILITIES
- CULTURAL, ENTERTAINMENT, & RECREATION
- UNDEVELOPED LAND & WATER AREAS

---That the population will grow at approximately the same rates as projected with no unusually large change (i.e., the type of population "boom" that usually occurs with the establishment of a huge industry).

---That present trends in land use will continue during most of the planning period such as the larger single-family dwelling lots now emphasized by developers and the trend by industry for more spacious landscaped plant sites.

LAND DEVELOPMENT PLAN PROJECTIONS
FOR KINSTON IN 1980* MADE IN 1960

TYPE OF USE	(1960) PRESENT	(1980) FUTURE	(1980) TOTAL
Residential	1,252	651	1,803
Industry	106	75	181
Transportation	669	328	997
Commercial	121	65	186
Recreation	47	141	188
Other	78	105	183
TOTAL DEVELOPED	2,293	1,365	3,638
Vacant & Drainage	984	910	1,894
TOTAL AREA	3,257	2,275	5,532

*Source: Kinston 1960 Land Development Plan

Residential Development

Many factors were considered in delineating the various uses in the 1971 Land Development Plan Map. Since some land uses would be suitable to more than one area, particularly from the standpoint of soil and other natural features, a conscientious effort has been made to relate major uses of land to natural features, existing development and present and projected services.

In the 1960 Land Development Plan, 651 acres of land were projected to be needed for residential purposes by 1980. The 1971 Land Use Survey revealed that 485 acres of the 1960 projected acreage has been developed - an average of 48.5 acres per year. If this rate of development continues, all of the 651 projected acres will be developed by 1974 - six years sooner than anticipated in 1960. The 1960 Development Plan estimated 1980 residential land needs based on projected population and 1960 development trends and patterns. Since 1960, population has declined by 10.1% and residential development has taken a new and probably a more proper direction by the development of larger residential lot sizes such as in the north-west section of Kinston, north and south of Carey Road. Since 1960, residential acreage has increased from 5.08 to 7.7 acres per 100 population, an increase of 2.6 acres. 1990 projected residential acreage is projected to be approximately 2850 acres, an increase of approximately 1114 acres during the twenty year planning period. Since 1960 dwelling units per acre decreased for Kinston from 2.6 DUA to 2.07 DUA. This is further verified by the newer residential development in the north-west section of Kinston with dwelling unit per acre ranging from .4 to 1.6 DUA.

Haphazard trade, service, and residential development has continued along U.S. 258 south of the U.S. 70 Bypass. Old Asphalt Road is still another area of haphazard development and mixed land uses, such as trade, residential, and service land uses. Also, the area adjacent to U. S. 11-55 south of U. S. 70 Bypass has had mixed land use development. These two specific areas with mixed

land uses are areas where substandard housing conditions exist, streets are unpaved and blighted conditions are increasing. Residential areas along the eastern section of Old Asphalt Road are blighted and possibly the best remedy for this area is the initiation of a Neighborhood Redevelopment Program. As long as someone lives in a dilapidated dwelling unit and has no other facilities to reside in or either cannot afford to move, these dilapidated units will continue to be occupied, thus sometimes preventing condemnation and demolition.

Residential development should continue to expand in the north and northwest directions as in the past decade. The majority of land in the northwest section of Kinston has been subdivided into lot sizes greater than required by the Kinston Zoning Ordinance which requires 8,000 square feet. Many of the lot sizes there are in the 12,000 square foot category.

Residential land use on West Vernon Avenue has been gradually declining and being replaced with trade uses. Since the completion of four laning Vernon Avenue, heavy traffic on this street makes single-family residential land use undesirable; however, due to the traffic volume load on Vernon Avenue, the State Highway Commission has recommended that trade development be kept to a very minimum amount. Currently from Queen Street west on Vernon Avenue to the Vernon Park Mall, there are approximately seventy points of ingress and egress on Vernon Avenue. This figure includes both sides of Vernon Avenue. If trade development continues to replace the existing residential land use on this section of Vernon Avenue, the purpose of four-laning Vernon Avenue

will be defeated. Since this section of Vernon Avenue has become undesirable for single-family residential use, several other uses could adequately replace the single-family residential use without creating detrimental effects on Vernon Avenue. Such land uses are multi-story office buildings and high rise apartment buildings. If trade development is allowed to continue on Vernon Avenue, traffic congestion will increase and therefore Vernon Avenue will no longer be a main, quick, convenient avenue for cross city traffic and a quick route to Kinston's CBD. If strip development is expanded along Vernon Avenue, it would be immediately necessary to develop Downtown Boulevard which is not scheduled for development until 1980 or 1985. Downtown Boulevard would be located in the southwest section of Kinston between the Atlantic and East Carolina Railroad and the Neuse River.

As of this date, apartments and apartment complexes have not been developed on a very large scale in Kinston. However, during the next twenty years, apartment and apartment complex development is anticipated to expand rapidly due to several reasons. The first reason would be the large number of persons accommodated on a small tract of land, thus reducing the constant eating up of land by urban and suburban single-family residential unit development. The second reason that apartment complexes are anticipated to rapidly expand in the next twenty years is that this type of development has built-in flexibility, meaning apartment complexes and apartment buildings can be isolated or used as buffer or transition areas between land uses, such as apartments between heavy trade

areas and single-family residential areas. Apartments could serve as a buffer or transition area between major thoroughfares and single-family residential areas. Still another reason, is the rising cost of single-family homes. Emphasis should be placed in the Kinston Zoning Ordinance to reserve areas for this type of land use in specific areas of the Kinston Planning Area.

Manufacturing Development

Due to the reclassification of some manufacturing land in conformance with the Standard Land Use Coding System, total land used for manufacturing purposes would show a decline in manufacturing during the last decade. Such land uses as a tobacco sales warehouse was classified in 1960 as industry; under the new coding system, this land use would be classified as a trade use. Within the corporate limits of Kinston, manufacturing land totals 51.4 acres of land for 1971. It is projected that an additional 30 acres of manufacturing land will be needed by 1990. This projection of 30 acres is based on current land use, projected population and also land use per 100 population. The majority of manufacturing land uses within the corporate limits of Kinston are adjacent to the Atlantic and East Carolina Railroad and the Seaboard Coast Line Railroad. During the next two decades, it is anticipated that most of the projected additional 30 acres of land needed will be used for expansion of existing manufacturing facilities within the corporate limits. Presently, industries generally desire to locate new manufacturing sites in areas which allow expansion; in areas not subject to high cost for land and in

areas not subject to possible double taxation, i.e., city and county tax. Nationwide, the greatest amount of money spent by industry for physical growth is for expansion of existing facilities and not for new site and plant location. The Kinston Planning Board and City Council should encourage the Kinston-Lenoir County Industrial Development Commission to exert much effort to encourage and assist existing industrial concerns to expand their facilities and if necessary to assist in manufacturing site relocation within the planning area of Kinston. Existing industries should be given as many, if not more, concessions and benefits as a new industry locating within the planning area.

Within the planning area of Kinston there are two main areas which have a high potential for new manufacturing development. These areas are the 340 acre tract south of U. S. 70 Bypass adjacent, but west of Kellys Pond, and the area between Greenville Highway and the Seaboard Coast Line Railroad. Both areas are adjacent to major transportation routes and allow space for expansion. In the 1960 Land Development Plan, the area west, but adjacent to Greenville Highway was designated an industrial park. However, since 1960 there has been very little manufacturing development in this area possibly due to this area's close proximity to the corporate limits of Kinston. Water and sewer service is available to the area on Greenville Highway but only water service is available to the area south of and adjacent to U. S. 70 Bypass and Kellys Road.

Many typical manufacturing sites within the corporate limits of Kinston consist of a large site with the plant facility or building occupying from 85% to 100% of the site and possibly an on-site or off-site paved or unpaved parking area for employees. Most sites do not blend in or enhance the surrounding land uses but tend to stimulate blight. Not only should the Kinston Zoning Ordinance regulate areas of manufacturing, but should regulate the manufacturing site to prevent the stimulation of blight. This could be accomplished with zoning ordinance requirements for an adequate number of on-site paved parking spaces for employees and visitors; for buffer areas of trees and/or shrubs where the manufacturing land abuts land uses such as residential and services; for architecturally designed plant facilities or building so that the facility will enhance its surrounding area and land uses; and for sufficient site size with approved landscaping. Possible site size could be one and a half to two times the size of the projected maximum size of the facility or building.

All towns and cities want new industries, but new industries should not be allowed to have a free hand in where they locate; the size of their site; how their site is layed out and designed; and most important the type industry and site must be evaluated as to its affects on existing and planned adjacent land uses.

Transportation, Communications and Utilities Development

The 1960 Development Plan projected that 997 acres of land would be used for transportation by 1980. The 1971 Land Use Survey reflects that during the past decade 784 acres were developed

in this land use classification which would average approximately 78 acres per year. If this development trend continued, the acreage projected in 1960 for this land use would be developed by 1974 or six years sooner than expected. It is projected that by 1990 an additional 451.8 acres of land will be needed for this classification of land use which would total 1235.8 acres developed by 1990. Most of this increase will certainly be in the form of local streets in residential areas such as has occurred in the northwest section of Kinston.

Street paving is a major concern in new subdivisions. The Kinston Planning Board and City Council should adopt standards by means of the Subdivision Regulation which would require paving of streets in new subdivisions prior to construction of dwelling units or paving of streets in phases, in accordance with phase development of a subdivision. Subdivision streets should not go unpaved until all lots are sold; if this happened it might be five to eight years before a subdivision's streets are paved.

The majority of land in this land use classification is expected to be used for roads and streets, however, there are several other important areas which are noteworthy.

The first area is in Public Works. The City Public Works Garage is located on South Heritage Street, an area characterized by mixed land uses, limited usable space between land uses in an area zoned industrial. The public works garage is an outdated facility, in that the present site does not allow much space

for future expansion due to its location adjacent to a tobacco processing plant. At the present, the Public Works Garage does not allow adequate space for storage of city vehicles especially when other vehicles, such as the Recreational Department vehicles, are maintained and kept overnight. A more ideal and perhaps a more feasible location for the public works garage would be in the area near or adjacent to the power plant where the water and sewer plant operations offices are located.

Sewer service is offered to all areas within the corporate limits of Kinston. Since 1960, the major direction of sewer service expansion has been to the northwest of Kinston primarily for new residential development. A planned new sewage treatment plant to be located in the area west of N. C. 11-55 north, will double the sewage treatment capacity of Kinston. The location of this new plant should allow service to be expanded to the northeast areas of Kinston and to the eastern areas of the Kinston one mile fringe area. Present treatment capacity is 6.25 million gallons per day and projected treatment capacity would be approximately 12.5 million gallons per day capacity upon completion of the new plant.

The 1965 Ground Water Resources Report by the North Carolina Department of Water Resources recommended that due to the demand placed on the current source of water that the City of Kinston is using, future water well locations should be south and southwest of the corporate limits across the Neuse River. Following this recommendation would enable the City to provide water service to many areas of the southern planning fringe.

Many parts of this area are not now in a proximity to be served by municipal water as noted in the water service map, Section I of this report.

In comparing the 1960 Thoroughfare Plan with the existing proposed plan, one will notice that the basic pattern has remained similar. The three major changes are as follows:

- (1) The extension of a South Tiffany Street to connect with U.S. 70 Bypass near the Lenoir Community College. This is a proposed major thoroughfare with a 1975-1980 priority.
- (2) The extension of Hardee Road south across the Neuse River to connect with U.S. 70 Bypass near Diane Blvd. This is a proposed major thoroughfare with a 1980-1990 priority.
- (3) The installation of a Downtown Avenue from SR 1557 and West Vernon Avenue, south then east between the Neuse River and the A&EC Railroad to connect in with west North Street. This also is a proposed major thoroughfare with a 1980-1985 priority.

Within a one hour driving time of Stallings Field Airport, there are approximately 550,000 persons. This estimated population is based on 1970 county population data and a driving distance of 55 miles on all major highways from Kinston. This area population, Kinston's central location between major Eastern North Carolina cities, and the existing highway routes connecting these cities with Kinston, give a strong indication that the conversion of Stallings Field Airport from a municipal-county airport facility to a regional airport facility would be advantageous. However, preliminary indications are not wholly sufficient for a good decision, therefore, it is recommended that a feasibility study be conducted in conjunction with the Federal

Aviation Administration for the purpose of determining if Stallings Field would be the best regional airport location for Eastern North Carolina.

As of this date, Stallings Field Airport has not been zoned. The Lenoir County Planning Commission will be considering a proposed zoning ordinance for the county and as part of zoning within the county, zoning of Stallings Field Airport will be considered. Stallings Field is located outside the one-mile planning area of Kinston and even if the City of Kinston chose to seek a two-mile planning area, Stallings Field Airport property would not be completely within the two-mile area. The Kinston City Council and Planning Board should support all efforts for zoning of this facility and should support the development related to this facility under a proper land use. Such uses as recreation or manufacturing could be in conjunction with the airport development.

As Kinston and its surrounding area develops and more attractive and convenient commercial trade areas are developed to serve new residential areas, the Central Business District of Kinston may face a dilemma. The one major factor that has prevented the deterioration and downgrading of the CBD is the use of Queen Street. Queen Street is a major four lane thoroughfare which provides a focal point for all major traffic routes into and out of Kinston. Even though the traffic count evaluations (Section I) show that some points on Queen Street are at 1990 traffic county projections, Queen Street will probably continue to serve as a main traffic focal point. However, due to possible expansion of trade in existing outlying trade areas and due to development

of new trade areas for service to residential areas, the CBD of Kinston could face a situation in which many downtown merchants may choose to relocate in newer developed areas, thus possibly leaving a situation with a vacant building which would not be immediately occupied or not occupied at all. Therefore, it is recommended that the Downtown Merchant's Association and Chamber of Commerce take necessary actions for phased redevelopment of the Central Business District. The purpose of the phased redevelopment of the CBD is for improving its attraction and increasing the competitiveness of the CBD. A detailed discussion of CBD phased redevelopment will be discussed under the category of Trade in this section.

Trade Development

Trade development has expanded rapidly since 1960. At that time 121 acres were used for trade and also at that time an additional 65 acres were projected to be needed by 1980, which would total 186 acres to be used for this purpose by 1980. However, since 1960, 80 additional acres of land have been developed for trade, or 15 acres more and nine years sooner than projected in 1960. Based on the 1971 update of the Land Use Survey and Analysis, 1990 projected land usage for trade should be 332 acres within the corporate limits and a total of 516 for the city and one mile planning area. This would be an increase of 189 acres during the twenty-year planning period for the Kinston Planning Area.

The majority of trade development is expected to occur as expansion of existing trade areas within the corporate limits

such as the CBD, the Vernon Park Mall area, and the Kinston Plaza Area. Trade development along Vernon Avenue should be limited at a minimum to low traffic volume trade generators such as florist shops and book stores. This thoroughfare has been recently widened to four lanes with a center turning lane and as stated in the transportation land use division of this section, increased strip trade development on Vernon Avenue could possibly void the intent of widening this street.

Several lots within the Kinston Planning Area have been rezoned in the last two years from a residential zone to a business zone; however, business development has not always occurred. In some instances land speculation has been the motivating factor for rezoning. Speculation should be discouraged due to the minimum benefit derived by the City. It is recommended that the Kinston Planning Board and City Council enact policy and proper procedures to discourage speculation. This could be done by requesting the rezoning applicant to show plans, development date and benefit to the community and not necessarily benefit to the individual.

As has been previously mentioned in Section I and under the transportation land use of this section, the CBD of Kinston should experience small expansion during the next twenty years. Due to residential development in other sections of the planning area and due to trade development to support the newly developed areas, the CBD could possibly deteriorate gradually. The Downtown Merchants Association should continue its efforts to compete with other trade areas. The physical attractiveness, parking facilities and physical atmosphere of the CBD plays a very important

part in competition. Improving the outside and inside appearance of trade buildings; sidewalk trees, flowers, and evergreens; sidewalk benches or even rest areas; mini parks and many other innovations cannot only improve the CBD's physical appearance but will insure that the CBD area will be in close competition with newer trade development areas. Phased redevelopment over a time period should be initiated. Phased redevelopment could be accomplished on a block by block basis or a street by street basis.

Service Development

The 1971 Land Use Survey reflects that 284 acres of land within the city limits is used for service. Within the planning area approximately 327 acres are used for services. For 1990, it is projected that approximately 189 additional acres will be needed for this category of land use, thus totaling approximately 516 acres for 1990 service development.

Service land use includes such specific land uses as schools, cemeteries, storage warehouses and other personal service type establishments. As noted in Section I of this report, the operation of cemeteries by the city has been more or less carried by other breakeven services and above breakeven services. Ideally, all municipal services and operations should be self supporting and independent, however, cemetery services have been below a breakeven cost operation.

Operation of cemeteries is sometimes a delicate operation due to the involvement of customs and sometimes many personal considerations. However, in reviewing all aspects of this subject

type of land use, there could be a greater savings to the taxpayers of Kinston if burials were only permitted on a five day-a-week basis in city cemeteries. This would definitely be a savings of the time-and-a half weekend labor cost. Many larger cities in the nation have gone to the five day-a-week cemetery operation just for this specific reason - reduction in weekend labor cost. If this cannot be done by Kinston, then there are not many other alternative routes to be taken to allow and establish a breakeven cemetery operation. The alternatives then are to streamline the department to reduce operational cost and/or to increase the cost of services rendered.

Schools have increased in size and some sites have expanded since 1960. School acreage has increased from 50 acres in 1960 to 78.1 in 1971. However, recommended acreage should be 120 acres or approximately 40 acres above the existing acreage. The policy by the Kinston City School Board and the Kinston Recreation Commission of cooperation in locating recreational facilities and sites adjacent to schools to allow the use of school facilities and sites to be used after school hours and after the school year is to be commended. Maximum use of school sites and recreational sites is allowed by this policy and maximum benefit is derived. However, as the next twenty years pass, possible trends and concepts may be towards decentralized recreation instead of large recreational areas such as neighborhood parks.

It is recommended that the Kinston City School Board record the approval of all major subdivisions and be informed of the number of units developed within such subdivision. Also, it is

recommended that all major subdivision approvals be channeled through the Kinston City School Board for comments and determination of overall effect on existing and planned school facilities. Major subdivisions could be interpreted as being subdivisions with fifty or more lots or an interpretation made by the Planning Board and/or City Council and officially adopted. Development information could be supplied by City Building Inspector at various times as requested and indicated in a suspense file kept by the city schools. Also, due to the planning of school facilities and sites, it is extremely important that any and all projected and planned school site developments be made known to the Planning Board and City Council so that such school sites can be so regulated, reserved and protected by means of the zoning ordinance.

Cultural, Entertainment and Recreational Development

By 1990 an additional 105 acres is projected for this land use. Present or existing land use acreage totals 187.0 acres as compared with the 1960 land use acreage of 47. In 1960, projected 1980 land usage was to be 141 acres, or approximately 7 additional acres per year. In analyzing the 1971 Land Use for Kinston, development has been at a rate twice as much as what had been projected for this land use in 1960. This rapid rate of development for this specific land use could be the result of several factors, but the one main factor that probably has resulted in the rapid development is the location of several recreational sites and school sites adjacent to each other. A larger recreational site would tend to complement the school site and allow an overall betterment of a school recreational program.

Large school sites would also complement adjacent recreational sites in the betterment of total recreational space and facilities available for use after school hours and during the summer months.

As population increases in the next twenty years, more and more emphasis will have to be placed on localized recreation, entertainment and cultural programs and facilities. Mini parks have not been a trend in Kinston, but such facilities would help reduce and/or relieve the intensity of use of existing recreational areas and facilities. Mini parks require minimum maintenance cost and could be placed under the general control of the Kinston Recreation Commission. Developers of major subdivisions could be required by the Kinston Zoning Ordinance and Subdivision Regulations to provide for and dedicate a fully equipped mini park to the commission for use by the residents of the major subdivision. Thus, only the upkeep or maintenance cost would be provided by the commission.

The City of Kinston does not have any one place or central facility that serves to accommodate major recreation, cultural and entertainment activities and functions. In 1960 a recommendation was made in the Land Development Plan that emphasized the development of such a facility. As of this date there has been little, if any, progress for evaluation of this project. A study should be encouraged to determine the feasibility of such a facility in Kinston.

SUMMARY

During the next twenty years population for Kinston is expected to reach 37,000, with the one-mile area population expected to be an additional 6,000, totaling about 43,000 persons in the Kinston Planning Area. The 1990 non-white population should be approximately 42% of the total city population with the majority of the non-white population being in the category of 55 years of age and above and in the category of 24 years of age and under. Possible unexpected rapid population expansion may occur in the one-mile planning area and within a two-mile area of the corporate limits of Kinston. The reason being the possible cost increases of municipal services; thus causing development beyond the city limits but not so far beyond the city limits as to avoid the use of shopping facilities, recreation facilities, medical services and other similar services available in Kinston. An end result of a rapid population expansion in the two-mile area surrounding Kinston would be the heavy demand for such items as recreational facilities, libraries, possible private schools, refuse landfill areas, fire station and protection facilities and medical services and facilities, etc. Even now the intensity of use of some municipal services and facilities is high. The overall improvement of communication and coordination between Kinston and Lenoir County officials is a must. The establishment of a city-county recreational commission, refuse collection system and a city-county Trade Development Commission is of immediate importance to prevent

Kinston from bearing the burden of cost for many services available only in Kinston but used by the entire county.

The 1990 Labor Force for Kinston is expected to be approximately 35% of the 1990 population or about 13,000 persons. Agricultural employment is expected to continue to decline, but reach a leveling-off point within the next twenty years. Non-manufacturing employment is expected to increase by 50% if its growth trend continues. High School graduates entering the labor force are expected to decline but also reach a leveling-off point unless national emphasis is placed on-the-job training rather than post high school education. The Kinston-Lenoir County Industrial Development Commission should seek to develop a balanced economy within the county so as to prevent dependence on any one specific type of industry.

The development of land is projected to increase by approximately 50% of which residential development will account for the largest specific classification of development. The development of single family residential lot is expected to continue the trend set in the north west areas of Kinston. Residential development should occur where projected municipal services will be available such as in the north, northwest, east and west areas of Kinston. The second largest specific type of development is projected to be that of Transportation, Communications and Utilities, such as roads, streets, sidewalks, etc. Development of practically all land within the planning area of Kinston will be directly related to where not only adequate soils are located but where water and sewer service can be extended and provided. Thus, with the

completion of the new sewer treatment plant in the northeast area of the one-mile fringe area, much development will be allowed to occur.

During the 1972-1973 planning year, the Kinston Zoning Ordinance will be reviewed for possible amendments to comply with the update of the development plan and development trends and patterns. The R8 zoning district is now the largest low size residential district. However, the majority of residential lots in this district are twelve thousand square feet or more in size. The smallest lot size residential district is R5 which encompasses many of the older sections and sometimes blighted sections of Kinston. Emphasis should be placed on the addition of a R-12 or higher district and upgrading some areas from a lower to a higher requirement. Some areas could be rezoned from R-6 to R-8 due to existing lot sizes and existing development. Further examination of existing zoning in Kinston will be conducted in 1972 and 1973.

The following are recommendations which are presented for implementation on a short range basis.

- (1) Adoption of the Land Development Plan Update.
- (2) Update the Kinston Zoning Ordinance for compliance with the Development Plan and existing development trends and patterns.
- (3) The City Council, County Commissioners and Airport Commission should meet jointly to evaluate the development of Stallings Field Airport with emphasis on airport zoning, and development of the facility in conjunction with recreational and/or industrial uses.
- (4) The City Council, Planning Board and Recreation Commission should jointly meet for the purpose of determining the feasibility of requiring developers of major subdivisions to dedicate fully-equipped mini parks to the city.

- (5) The City Council and County Commissioners should work towards the establishment of a county recreation commission and program.
- (6) The City Council and City Manager should work towards the establishment of a Municipal Information and Relations Center.
- (7) The Chamber of Commerce and Downtown Merchants should begin plans for CBD phased redevelopment, including retaining a landscape architect or similar consultant to formulate plans.
- (8) The City Council should work towards the development of a Workable Program due to the increased emphasis placed on receiving financial assistance on several Federally assisted programs.
- (9) The Planning Board should review and update the existing Subdivision Regulations to comply with development trends and new concepts for development.
- (10) The Planning Board should work towards the development of plans and programs for community facilities, capital improvements, public improvements and neighborhood improvements.
- (11) The City Manager and City Council should evaluate all operating municipal departments on a cost and effectiveness basis to insure effective economical operation of departments.
- (12) The City Public Works Garage should be replaced with a new facility in a new location to allow future growth and expansion of the facility.
- (13) The Industrial Development Commission and "Committee of 100" should constantly strive to develop a diversified industrial base and encourage expansion of existing manufacturing concerns by relating benefits to existing industries.
- (14) The City Council should show support of the Neuse Regional Planning and Development Council and adopt policies for improving communications and coordination with the agency and surrounding communities.
- (15) The Building Inspection staff needs to be increased to meet the demands of growth and expansion of the Kinston Planning Area.

- (16) The Kinston Minimum Housing Code should be updated to conform with uniform requirements as recommended by the Model Housing Code of the North Carolina League of Municipalities.
- (17) The Kinston building permit fee schedule should be reviewed for revision in accordance with state averages.

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